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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 29th, 1931, until further Notice (all previous
Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Kowloon Dep.	6.35	8.00	9.05	10.00	12.01	1.15	2.34	3.00	4.30	5.40	7.45
Yau Ma Tei Dep.	6.44	8.09	9.14	10.09	12.10	1.24	2.43	3.09	4.39	5.49	7.54
Shatin Dep.	6.56	8.11	9.16	10.11	12.12	1.26	2.45	3.11	4.41	5.51	8.06
Tai Po Dep.	7.10	8.15	9.20	10.15	12.16	1.30	2.49	3.15	4.45	5.55	8.10
Tai Po Dep.	7.15	8.20	9.25	10.20	12.21	1.35	2.54	3.20	4.50	6.00	8.15
Market Dep.	7.15	8.20	9.25	10.20	12.21	1.35	2.54	3.20	4.50	6.00	8.15
Fauling Dep.	7.25	8.30	9.35	10.30	12.31	1.45	3.04	3.30	5.00	6.10	8.25
Shang Shui Dep.	7.30	8.35	9.40	10.35	12.36	1.50	3.09	3.35	5.09	6.19	8.34
Shum Shui Dep.	7.30	8.35	9.40	10.35	12.36	1.50	3.09	3.35	5.09	6.19	8.34
Canton Arr.	12.34	1.49	2.54	4.09	5.14	6.29	7.34	8.49	9.54	11.09	12.14

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Canton Dep.	—	—	—	8.25	—	—	—	—	—	—	8.25
Shum Shui Dep.	7.13	7.54	8.34	11.41	12.10	1.25	2.44	3.09	4.39	5.49	7.54
Shatin Dep.	7.20	8.01	8.41	11.48	12.17	1.32	2.51	3.16	4.46	5.56	8.01
Fauling Dep.	7.25	8.06	8.46	11.53	12.22	1.37	2.56	3.21	4.51	6.01	8.06
Market Dep.	7.31	8.12	8.52	12.01	12.30	1.45	3.04	3.29	4.59	6.09	8.14
Tai Po Dep.	7.40	8.21	9.01	12.10	12.39	1.54	3.13	3.38	5.08	6.18	8.23
Tai Po Dep.	7.45	8.26	9.06	12.15	12.44	1.59	3.18	3.43	5.18	6.28	8.33
Shang Shui Dep.	7.50	8.31	9.11	12.20	12.49	2.04	3.23	3.48	5.23	6.33	8.38
Yau Ma Tei Dep.	7.55	8.36	9.16	12.25	12.54	2.09	3.28	3.53	5.33	6.43	8.43
Kowloon Arr.	8.12	8.57	9.32	12.41	1.10	2.25	3.44	4.09	5.39	6.49	8.54

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BRITAIN'S STUPID TRADE UNION LEADERS.

ABSTRACT PRINCIPLES PREFERRED TO PRACTICAL REFORMS.

THE FUTILITY OF POLITICAL ACTION IN INDUSTRIAL CONCERNS.

The appointment by President Hoover of a number of prominent industrialists and business men to consider measures for dealing immediately with unemployment during the coming winter is another instance of that elasticity of mind and method which is characteristic of the United States.

Some time ago Mr. Hoover summoned a similar conference of the leading business men and trade union representatives to discuss the situation arising from the trade depression which had set in, and to formulate a policy to arrest the worst effects of that depression.

Quick Decisions.

These representatives met, and, instead of spending months and months ranging loosely over the whole field of social policy or abstract principles, within a very short time they had enunciated two clearly defined and easily understood conclusions.

They were that high wages were the means to high production, and that trade union rules restricted the

efficient employment of labour. The removal, therefore, of these rules, except those relating to health, were considered to be the means to high wages. That clear-cut policy was arrived at within a short time, and has the merit of being understood by the people, and, of immediate application.

Vital Problems Neglected.

When we consider what happens in similar circumstances in England, it is a sad reflection on the small progress made in dealing with modern economic problems. After a good deal of preliminary skirmishing what was known as the Mond-Turner Conference met, and then spent a considerable time exchanging various pleasantities. Eventually one or two documents were produced from which we have seen no practical outcome. On the trade union side considerable value was attached to a report on trade union recognition which may have been useful as a declaration of principle, but it had very little, if any, effect upon the industrial life of the country. Meanwhile problems of real urgency have been awaiting solution.

Political Action Futile.

The absence of method in meeting the industrial situation in which England has found herself for several years can be traced to an antiquated mental outlook held particularly, but not exclusively, by the trade union leaders of the country. First, the great bulk of the people have been brought up in the belief that their economic salvation lies in political action, or with some political party. Now that all the existing parties have formed a Government that belief should have been undermined.

Another, and perhaps far more disastrous, result of political teaching over a long period of years has been the setting up of a standard of living, higher and higher as the years go by, to which industry in any circumstances must conform. That policy reached the limit in Australia, where States instituted courts made awards of wages altogether irrespective of the ability of industry to meet them. That policy has recently had a salutary setback in Australia, but the same principle underlies the aspirations of the trade unions in England.

(Continued on Page 4.)

Diary of Coming Events.

To-day. (December 3.)

Queen's Theatre: "Chasing Rain-bows."
Central Theatre: "With Byrd at the South Pole."
World Theatre: "Little French Girl."

Star Theatre: "Garden of Eden."
Majestic Theatre: "Seven Days' Leave."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, and Repulse Bay Hotel, 8.30 p.m.

European Mail—Outward: Europe via Siberia (Hikawa Maru) 8.30 a.m.; Europe via Siberia (Mosel) 5 p.m.

Thursday. (December 4.)

Queen's Theatre: "Chasing Rain-bows."
Central Theatre: "Safety in Numbers."
World Theatre: "Little French Girl."

Star Theatre: "Garden of Eden."
Concert: Holms May Institute, 8.30 p.m.
Tennis: Ladies' Open Doubles (semi-final), U.S.R.C. ground.

Friday. (December 5.)

Queen's Theatre: "Chasing Rain-bows."
Central Theatre: "Safety in Numbers."
World Theatre: "Little French Girl."

Star Theatre: "Greyhound Ltd."
"Calorimetry in Relation to Pulverized Coal" subject of a paper to be read by Mr. G. B. Buchanan at Inst. of Eng. & Ship-builders, 5.45 p.m.

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel and H.K. Hotel, 8.30 p.m.

European Mail—Inward: Europe via Suez (Ranchi).

Saturday. (December 6.)

Queen's Theatre: "Chasing Rain-bows."
World Theatre: "Hard Boiled Eggs."
Star Theatre: "Greyhound Ltd."

12th Extra Race Meeting, Happy Valley.

Golf: Captain's Cup Competition. Boxing: City Hall, 9 p.m.
Cricket: 1st Div.: University v. K.C.C. (F.), C.S.C.C. v. Craigengower (L.). 2nd Div.: C.S.C.C. v. Craigengower (L.), University v. Police (F.), Recreation v. K.C.C. (F.), H.R.C. v. R.A.S.C. (F.).

Football: 1st Div.: League: St. Joseph's v. S.W.B. (St. Jos.), Argyle v. R.A. (Sookunpo), Police v. Club (Kowloon), Recreation v. Chinese (Recreation), Navy v. Kowloon (Stadium), 2nd Div.: Navy v. S.W.B. (Stadium), St. Jos v. Chinese (Sookunpo), Club v. Argyle (Club), University v. Kowloon (Chinese), Recreation v. Eastern (Recreation), Third Div.: R.A.O.C. v. Fukien (Chinese).

Sale of Work in Aid of M. C. L. and Local Charities at Fairlie School, Lytleton Road, 11 a.m. to 6 p.m.

Tea Dance: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel and Repulse Bay Hotel, 8.30 p.m.

European Mail—Inward: Europe via Marseilles (Rawalpindi) 10.30 a.m.

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4.—Fricassee Chicken and
Mushrooms

5.—Roast Beef, Yorkshire Pudding

6.—Young Chow Fan
揚州炒飯

7.—Brown Potatoes

8.—Boiled Potatoes

9.—Baked Onions

10.—Suet Pudding and Golden Syrup

11.—Fruit 12.—Tea or Coffee

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NOTES OF THE WEEK.

TRANSPORT FOR BAD ROADS.

Motor lorries used in less developed countries where roads are rough, loose, and liable to be "washed out" periodically, have a life, which is, to say the least it, strenuous, and in the case of many of them, short. Among the few which really stand up to their job under such conditions is the Albion, which has earned a unique reputation for its ability to give reliable service, day in, day out, even in districts which are notorious for their heavy going.

It is not surprising therefore to learn that no less than thirty Overseas Governments use Albions for their transport work and find them satisfactory. The Albion Works in Glasgow have recently received a repeat order from the Government of Nigeria for a number of 30-cwt. lorries to be added to the fleet of Albions which this Government has acquired during the past number of years. Another recent repeat order for the same type of chassis was from the Gold Coast Government, who purchased ten of this popular Albion model.

MENDING CELLULOID SIDESCREENS.

It is claimed that split celluloid in side screens can be repaired by painting the edges, after seeing that they are exactly flush, with New-Skin, a surgical preparation which can be bought at any chemist's. The edges of the screen should be supported carefully until the New-Skin is dry, when it will be found that a quite strong repair will result.

MOTOR NOTES.

"THE PETER PAN OF MOTORDOM."

One of the reasons, perhaps, for the extraordinary popularity of the small cars is its suggestion of youth and virility.

No Grecian god or goddess, no figure of history, conveys the idea of these qualities so well as the character of Barrie's "boy who would not grow up"—Peter Pan. The Singer Company, therefore, in selecting the slogan "The Peter Pan of Motordom" to apply to their well-known "Junior" cars, have acquired goodwill in a million homes of motorists and prospective motorists.

The phrase as a matter of fact, aptly describes the car's qualities. Its youthfulness is not to be compared with "babyishness." True, it has the liveliness of the "baby" and more; but it has the lines of "youth," whilst it pays only the same tax as the "babies."

It has four doors and provides comfortable seating accommodation for four adults, with ample leg-room front and rear. The character of Peter Pan indicates it accurately. It is not a "baby" for it has developed so far already; but it obstinately refuses to "grow up"—into a large and more expensive car.

THE LOW LOAD LINE GOODS VEHICLE.

There is an increasing tendency for carriers of light bulky goods, especially those of a perishable nature, to make use of motor vehicles built on chassis of the passenger carrying type. These chassis are, of course, generally fast, well sprung and capable of carrying high capacity bodies. Chassis of this type also make an excellent basis for live stock vehicles, the low frame being a great advantage for the latter type. One of the most popular chassis for this class of work is the Albion, and a considerable number of both four and six-cylinder machines have been put through for such varied purposes as the carrying of sheep, horses, baths, clothing and furniture. Albion passenger chassis are also in use for travelling showrooms work and by the Scarborough Corporation for an attractive van with built-in diorama views, which are used to advertise Scarborough. Most of these vans cover long distances from their base, and the reliability of Albion chassis is a feature which makes them particularly suitable for this class of work.

FITTING WIRED-ON TYRES.

Many owner-drivers who experience difficulty in fitting tyres to wheel rims appear to overlook the fact that the sole purpose of the well is to make fitting an easy matter. If advantage be taken of this fact it will be found that even a new tyre can be slipped on with very little effort.

The whole secret is to see that the wired edges of the tyre on one side fit properly into the well so that the side diametrically opposite will have room to pass over the outside diameter of the rim. No difficulty should be experienced when the wheel is off the car, but when a tyre has been fitted with the wheel on the axle care must be taken to jack up the wheel to a height that will lift the tyre two or three inches above the ground, otherwise it will not be possible to push the lower portion of the tyre into the well.

NEW TROLLEY BUS SERVICES.

Sir Arthur Stanley, Chairman of the South Lancashire Transport Company, recently opened a new trolley bus route to operate between Alfreton and Ashton in Lancashire.

His speech, and those which followed at the Howe Bridge Depot, visualised the day when the whole 38 miles of route covered by the Company will be worked by trolley buses.

For the inauguration of their trolley bus service the South Lancashire Transport Company have chosen a fleet of ten Guy six-wheeled double deckers similar to those which have been in service in Wolverhampton and Hastings for a number of years. The trolley buses are capable of seating 60 passengers, and whereas the tram-cars did the eight miles' journey to Ashton in an hour, the new Guy vehicles are expected to cover the distance in about 45 minutes, and the Company hope to maintain the same service with five trolley buses as with eight tram-cars.

The modern built trolley bus is more comfortable and convenient than the most modern petrol driven vehicle. The trackless trolley buses of years ago with single decks and solid tyres are as obsolete as the present-day tram. The vehicles which the South Lancashire Transport Company are now installing are the last word in comfort.

At any rate, this was the general opinion of the officials of the Company and representatives from practically every district in which tram-cars and buses are run by the Company, who enjoyed a ride in the vehicles at the opening.

TRANSPORTING SHEEP.

Having read an account of a Leyland Lorry transporting sheep in Australia, W. F. Kolpin, of Mildura, Victoria, wrote as follows:—Being interested in your report of carting sheep from Melbourne to Sydney by motor truck, I should like to make known my experiences. I carted 1,500 fat sheep over terrible roads in three-tier Leyland trucks, not 23, but 100 per cent. Now some of those sheep were as long as 60 hours on the road and I have been at the killing and all were quite free from bruising, etc. I have also carried something like 12,000 starving sheep by my method and my losses were not more than one half per cent. over nearly 200 trips.

I might mention that my method involves no fastenings of any sort. The sheep do not shift about from time of trucking until unloaded. They are run into trucks by a portable race and unloaded by the same means—no rough handling at either end.

REORGANISATION OR DEFEAT?

BRITISH MOTOR INDUSTRY AT THE CROSS-ROADS.

FINANCE—THE GREAT DRAWBACK.

One still hears the claim that British motors lead the world, and the Motor Show, which opened at Olympia recently, is a galaxy of engineering skill, but the fact remains that Britain still takes second place in an industry in which she was at one time supreme.

More and more cars of United States manufacture are seen on the road every year, despite the handicap to them of the horse-power tax. The patriotic Briton may ask why. The reason is improvident finance.

The two companies which are attacking the world's market for motor-cars with most success are Morris Motors and the Austin Motor Company, and it is significant that these two concerns are financially prosperous. Quite clearly they have the necessary financial resources at their command to open up new ground, and to produce models specially suitable for overseas needs, whereas many other producers continue to aim at the happy medium of finding a type of car equally suitable for British and Colonial needs—which most experts agree is almost an impossibility, so widely do national requirements vary.

Financial Weaknesses.

Britain can produce cars which will find as ready a market overseas as any of foreign make, but she will find herself unable to weaken the American stranglehold on the industry unless and until she puts her financial house in order.

A glance at the accounts of a dozen leading British motor manufacturing companies displays a position which is by no means credit to us. It discloses, too, the reason for our failure to keep the lead in this great industry.

These twelve companies have total issued capitals of £14,700,000, and between them they possess reserve funds of £3,780,000 odd. Of the latter, Morris Motors alone account for £2,000,000, and Singer, Triumph, A. J. Stevens and Rolls Royce for £1,100,000. That is to say, five companies alone account for £3,100,000 of the reserve funds totalling £3,780,000.

If we deduct from these reserve figures the amounts owing to bankers, total reserves are brought down to £3,243,500, so that excluding Morris and Rolls Royce (which are both in exceptional circumstances) we find that the average reserves of ten leading companies are something like £250,850 each, whereas the average issued capital is £1,060,000.

A Four Per Cent. Yield.

Now as to results; the last dividends paid by all 12 companies amounted to a total of 104 per cent. (including the very fine dividend of the Austin company of 60 per cent. for a period of seven months). Deduct the latter, and the average figure paid last year on the ordinary capitals of these companies works out at a shade over 4 per cent. per annum. This is surely a ridiculous return on an industry which to some extent is a luxury trade, and which should, for that reason, yield a particularly high percentage of profit, as witness the experience of the General Motors Corporation in the United States which has paid huge dividends and bonuses to its fortunate stockholders.

"Amalgamation" Mystery.

Rumour has been rife for well over a year that there was a scheme of large-scale amalgamation on foot in the British motor manufacturing industry, and it is known to be a fact that discussions have been held. For some mysterious reason, however, nothing seems to have transpired of a definite nature, and the "unfortunates" of the trade still go blundering on.

There are obvious difficulties in the way of "rationalisation" and reorganisation or the financial side. Most schemes of capital reorganisation would, of necessity, have to involve the raising of new money after the deadweight assets had been removed by a reduction in nominal share values, and capital is difficult to obtain even by a flourishing industry to-day. The same objection does not necessarily arise in a scheme of "rationalisation," but there is a difficulty of standardisation. If half a dozen car manufacturers "got together" and produced a standardised model, in an industry where individuality counts for a good deal, the door might be opened further for the enterprising "American" manufacturer with one eye on feminine fancy—a great factor in car sales.

How Ford Does It.

There are, however, very good answers to this argument. One can be given in a word—FORD. Henry Ford never worries about satisfying

everybody's motoring needs, and cares not "two hoots" for what Austin, Daimler or Morris are doing. He produces a car which has a definite "utility" value and which, he knows only too well, will not appeal in the slightest to the "sporty" motorist or the man-about-town, but which does attract the great bulk of those who look upon their cars as useful articles rather than pets. Rolls Royce have been left entirely unperturbed by the "baby-car" vogue, and have gone on building the 40 horse-power models for which they are famous, just as if the Road Tax was non-existent. These two great undertakings, in other words, build utility into their programmes and follow a specialist policy, while other manufacturers are frittering away their resources in trying to please everybody, from the wealthy business man to the spendthrift insurance clerk.

Basis of Speculation.

But, we may be told, surely Morris is following the opposite tack. Certainly he is, but he, unlike the majority of his competitors, can afford to speculate. When he launched his Morris Minor on to a market where the Austin Seven already held sway there were many people who expressed surprise at this policy. Morris pulled it off; if he hadn't done, his great undertaking would not have been much the worse, whereas many another company might, if it had failed, have been faced with bankruptcy. Morris Motors have a capital of £2,000,000 and reserves of £2,000,000.

To the outside observer it seems very much as though those behind the scenes of the motor industry of this country are too jealous of their engineering reputations to sink identities in an economically worked-out merger scheme. If this is so, their engineering reputations will become a thing of the past before many years have gone, because they will soon not have the wherewithal with which to exploit them.

Will Snowday Show Them?

Perhaps amalgamation will be forced upon some of them if the Chancellor of the Exchequer carries out his professed intention of removing the protective duties. The last thing anyone wishes to see is adverse legislation for British industry, but Government action in this regard might at any rate have the beneficial influence of bringing manufacturers to their senses and forcing upon them the necessity for drastic action to avoid defeat at the hands of their competitors.

THE GIRL MOTORIST.

TAKE CARE OF YOUR SKIN!

Nothing is worse for the complexion than motoring! The dust of the road, stinging of the wind and rain, and exposure of the skin to bad weather all take their toll, and unless something is done to counteract these evils, the woman motorist is bound to suffer considerably from a beauty point of view.

A harsh, weather-beaten skin is never beautiful, so that if she is wise the woman who spends a good deal of time at the wheel will do everything she can to protect her skin and to prevent it from getting spall in this way.

The great thing is to protect the skin. Always use a goodly quantity of vanishing cream beneath the powder, and be sure to use paste rouge in preference to the powdered kind, as it is much less drying. Use a little pure vaseline on the lips before applying lipstick, and a touch on the extreme edges of the eyelashes to keep the dust from entering the eyes.

Then, after a long day at the wheel, be sure to give the skin a home beauty treatment thoroughly to cleanse the pores. Water should not be used.

Olive oil will be found much more cleansing and soothing. Apply freely on cotton wool, and wipe off firmly. You will find that all trace of grime will be successfully removed this way. Now bathe the eyes with warm boracic lotion, and take off the remainder of the oil with witch-hazel.

At night, before going to bed, massage the face and neck with cold cream, and in the morning, after cleansing with a hot flannel, go over the surface of the skin with a sandalwood, rosewater, and witch-hazel in equal quantities.

This will effectively close the pores and leave the skin ready to receive the make-up if it is used.

CRUDE OIL FOR 'BUS TRAFFIC.

PETROL ENGINE OBSOLETE IN FIVE YEARS?

Is the ordinary petrol engine doomed as the power unit for heavy passenger vehicles?

A demonstration of a 95 h.p. high-speed oil engine 'bus, with a carrying capacity of 104 passengers, was given at Southall, Middlesex, recently.

Experts' Prediction.

The result of the demonstration, coupled with research and experiments by the Sheffield Corporation, Coventry City Council add other municipal bodies, has so impressed transport experts that they predict that:

Within five years the petrol engine for 'buses will be obsolete, killed by the high-speed oil engine using crude oil.

Corporations making their own house-lighting gas will be able to manufacture enough crude oil from the coal to supply their 'buses, independent of outside oil sources.

This, in turn will mean cheaper household gas by reason of the saving of the money spent on petrol and residuals from gas manufacture, now waste, will have a good value.

A new big market will be opened for the product of British coal mines.

An immense sum now spent on petrol imported from foreign fields will be kept in the country.

L.G.O.C. Tests.

The Associated Equipment Company's 'bus fitted with a six-cylinder, high-speed oil engine, consuming crude oil, reached a speed of 43 miles an hour in the test.

Six such engines are being fitted into London motor-coaches and six into London General Omnibus Company vehicles for experiment.

Following similar tests, Sheffield Corporation, on a basis of 50 buses, estimate an annual saving of £13,000.

On this basis, the L.G.O.C. fleet of 4,000 'buses, fitted with similar engines, would save about £1,000,000 a year.

OVER TWO MILLION MOTORS.

£25,000,000 IN LICENCES.

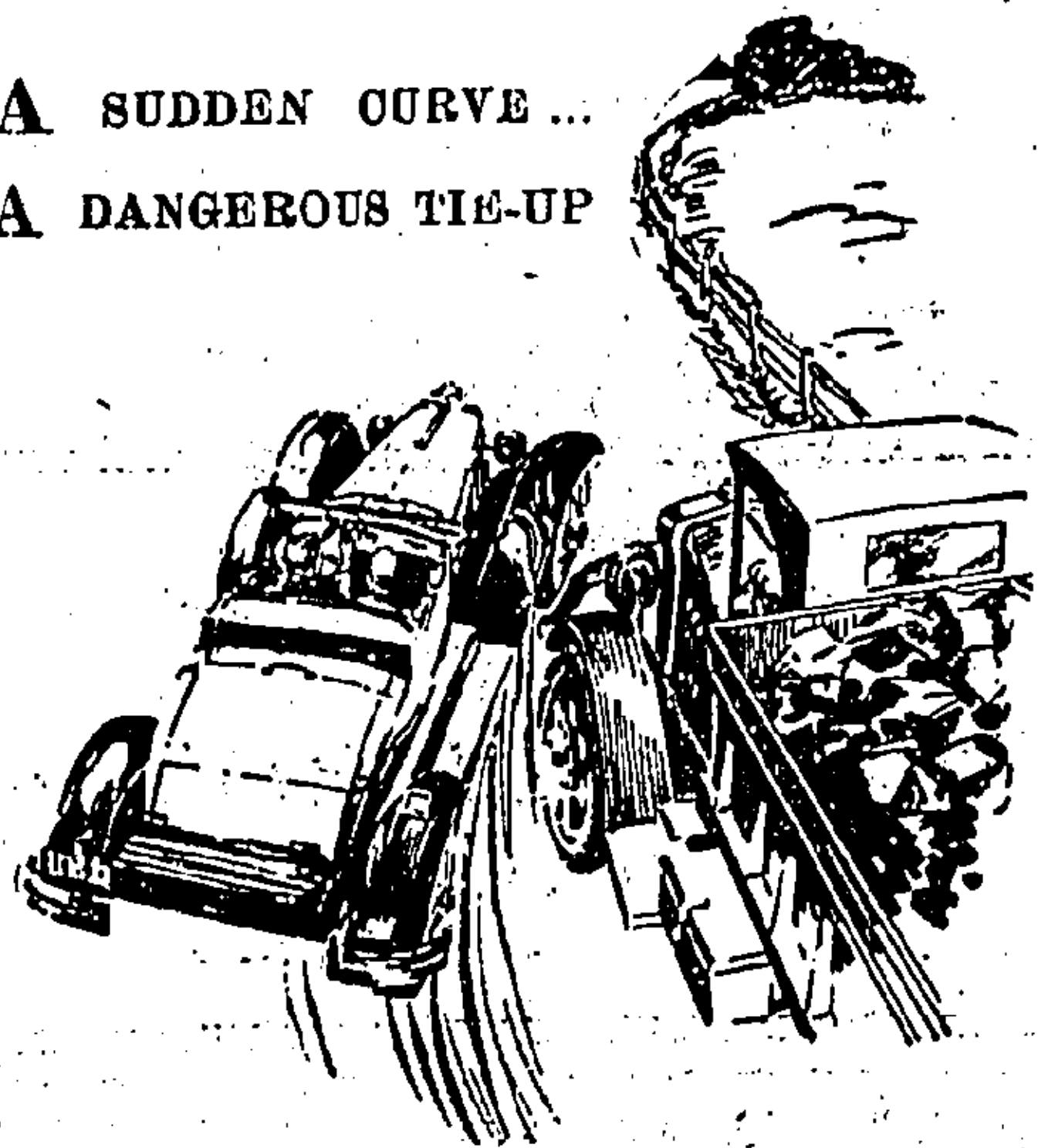
NINE MONTHS' FIGURES.

A return has been issued by the Ministry of Transport recently giving particulars of the gross receipts from the taxation of road vehicles for the period from December 1, 1929, to August 31, 1930, and of the number of motor vehicles registered for the first time during the month of August, 1930. These last showed a decline compared with August of the previous year.

The gross amount received in payment for licences issued during the nine months ended August 31, 1930, was £25,221,350, compared with £23,952,319 in the corresponding period of the previous year. The gross amount is subject to deductions in respect of rebates, refunds, statutory deductions, including costs of collection and administration and the proportion due to the Exchequer, under the Finance Act, 1930, from the net receipts of the taxation of motor-cycles and vehicles taxed on horse power.

Particulars are given of the total numbers of licences issued and surrendered during the nine months to August 31, 1930, and of the approximate numbers of licences current on that date. The total number of motor vehicles, excluding tram-cars and trade licences, was approximately 2,218,000, compared with 2,131,000 in the corresponding period of the previous year. The total number of mechanically propelled road vehicles registered for the first time in August, 1930, was 15,070, compared with 19,073 in August, 1929, the figures for the several classes being:—

	Aug., 1930.	Aug., 1929.
Cars taxed on horse power	6,579	6,065
Cycles	4,647	4,835
Hackney vehicles	475	656
Goods vehicles	3,654	3,683
Other vehicles	615	604
Totals	16,070	19,073

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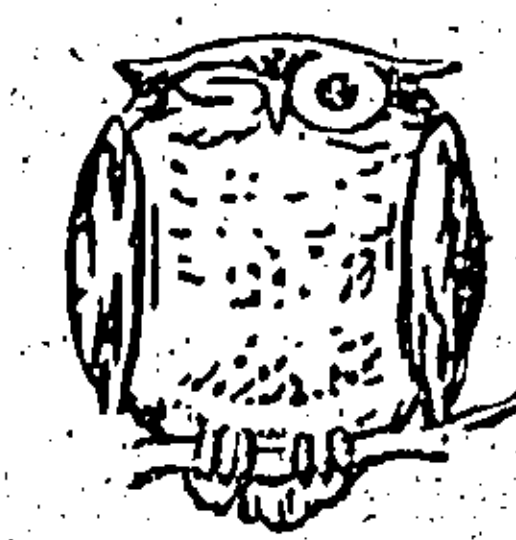
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The WISE BIRD



picks

SOCONY GASOLINE

MOTOR NOTES

SECOND-HAND CARS.

HOW TO SET ABOUT BUYING.

There is a widespread belief that the buying of a second-hand car is an extremely risky business. So the second-hand market becomes clogged, and because old cars are laid to get rid of the flow of new ones on to the market is hindered. There is some truth in the belief. In any event you buy a certain amount of wear and tear of machinery. And then there are unknown factors: ill-usage arising from undue speed work, lack of attention, carelessness in the matter of lubrication, worn gear-teeth due to bad changing of gears—a dozen and one things which are the mark of the careless or the ignorant driver. The effect is cumulative, and heavy when translated in terms of a repair bill.

But that is one side of the question. The other and brighter is that cars today are very seldom run to their useful working limits either by a first or a second owner, that given a first owner who has treated the machinery with consideration, both in the garage and on the road, you may acquire a used car merely a little out of date and sound in wind and limb. In acquiring such a car you will save one, two, or even more years depreciation, which will leave you certainly a paper balance in hand with which to bring it right up to tune.

It becomes a question, then, of "vetting" a prospective purchase. If you know the owner this "vetting" becomes fairly simple. Lacking knowledge of the history of the car and of its owner, lacking also sufficient practical knowledge to "vet" the car for yourself, the soundest way to set about the business is to employ an expert, who for a reasonable fee will give the car a thorough examination. The second-best way is to claim the kindness of a knowledgeable friend. But if you have some small acquaintance with cars—and motoring knowledge is widespread to-day—the task should not be beyond you. An examination should be set about in a systematic way, and the chief points are here discussed.

Tests to Apply.

First, get to know the age of the car. The engine is stamped with a number, and the makers will tell you the year when this number was issued from the factory. The distributive side of the industry has its own special list giving the general market value of any car of any year, and in this list age rather than mileage is the decisive factor. Then, first of all, the engine. A sound practice is to take off the cylinder heads and examine for wear and tear, for effective lubrication. But to save the cost of this, and to get a good indication of the smooth working of the engine, or its roughness, as the case may be, apply what is called the stethoscopic test. An ordinary piece of wood will serve, a piece of lath a foot or 18 inches long. With one end at your ear, put the other in turn to the top of each cylinder, with the engine running, and roughness, a too-free play of pistons—anything that suggests other than sweet, well-lubricated running. Make the same tests of the valves. Overhead valves, especially in the smaller powered cars, are apt to wear and run noisily. The valve noise is not remediable; the only cure is a fresh outfit. A car noisy in its valve one should condemn; on the road it is uncommonly irritating.

Apply the stethoscope to the gearbox. When the engine is running one of the two shafts in the gearbox is always running, and you get some indication of wear here by this test. By jacking up both rear wheels and putting the gear in a test in like manner can be made of the differential and the rear drive. The next thing is to open up the gearbox and examine the gear teeth. If the owner has been good at gear-changing and has kept the gears well lubricated the teeth will show little sign of wear. If the teeth are snapped or broken here and there that means forceful or bad changing. If they are just worn, then a big mileage has been done, and this wear is also some sign that correct hardening has not been achieved. The removal of the plug usually found on the top of the differential casing will enable you to see something of the gear there. Another way to test for wear here is to take the propeller shaft in both hands, and see if there is any movement in a

circular direction; any pronounced backlash is a sign of wear. If the propeller shaft is covered, jack up a rear wheel and move it back and forth; this movement will discover for you any backlash there may be.

A Hill Climb.

Each wheel should be tested for wear of the axle. The springs should be examined for rust and for their flexibility; a further test will come when the car is tried out on the road. The steering wheel should be examined for any backlash, and the brakes tried. In this latter connection note how far the adjustment provided for the brakes has been screwed towards its limit of movement. The nearer that limit the more has been the wear of the brake linings. With one more test, that of the compression of the engine, which is done by using the starting handle with the electric switch in the off position, we are ready for a trial on the road.

A road trial should include a burst of speed, not for the sake of speed but to see how the engine develops power under good conditions it should include acceleration, a test of all the gears, not forgetting the reverse gear to try the maneuverability of the car; it should also include a hill climb. We all love a good clean climb on top gear, but the real test is to see how slowly the car will climb on top or the approximate index gear. There is an old-used phrase—hanging on to its work—which is a sound one. If the car does hang on, slowly, maybe, but unfalteringly, to its task of climbing in the particular gear suitable to the gradient, that is evidence of robustness.

If we are still doubtful after all these tests, then we must concentrate on a car that has been recommended by some firm of distributors, the reputation among whom offer such cars with a short-period guarantee.

THE LIGHTER SIDE.

THE GHOST TRAIN.

Savannah Forest, near Marlborough, Wilts, is inhabited by deer, and gates are placed across all roads leading through the forest. These gates are closed soon after sundown, and a red light placed on them to warn motorists, who have to dismount and open the gates if they wish to enter the forest.

A party of four had motored from London, and enjoyed themselves thoroughly at Povey carnival, and were returning home very late at night. They had to pass through the forest to get on the Bath road and the driver, when he arrived at one of these gates, pulled up.

After the car had been standing there some considerable time, another car pulled up behind it, and the driver of the second car, after also waiting some time, got out and walked along to the driver of the first car. He inquired if anything was the matter. "No," was the answer, "Nothing at all, just waiting for the train to go by!"

"Cockney Calling!"

It was the height of the morning rush in Trafalgar-square. The bus pulled up with a jerk as a rather ancient two-seater pulled across the road and stopped dead in front of us.

Its driver, a middle-aged lady, descended and tried valiantly to get the thing started by twisting the starting handle round as hard as she could. But nothing happened, save that from the vehicle issued several strange wheezes and grunts.

Feeling the conductor of the bus (an open-top one) lean over the rail and called out: "Wheeler, Mum! Trying to get Daventry?"

Why She Stopped.

A lady was displaying her new car to a friend. It was her very first car and she was duly enthusiastic.

"My dear," she said, "it is perfect. But there is just one little thing I must get altered—this mirror here." And she pointed to the mirror. "Do you know, I positively can't see my face in it without getting out of the car. Isn't it too silly?"

THE UNSKILLED DRIVER.

MOTURING ACT AFFORDS NO PROTECTION.

Over 1,800 people were killed and 13,000 injured last year in England by private cars. There were over 6,000 people killed in the year by street accidents caused by vehicles of one kind or another, but the number of fatal accidents caused by public omnibuses, taxicabs, coaches and trams were 904. Motor vans and lorries come next to private cars with 1,300 deaths against them.

These figures prove that the trained driver of a motor vehicle, who has to pass a severe test before being granted a licence, is responsible for far fewer fatal accidents than the private driver, who, under the present regulations, and under the new Motoring Act, is allowed to drive a car, in many cases capable of racing speeds, after so little tuition that he literally learns while he drives, too often at the expense of other people's lives.

Should Prove Ability.

Is there any reason why applicants for a licence to drive a private motor-car or motor-cycle, or a lorry or van, should not have to undergo the same tests as omnibus, coach and taxi drivers? The owner of a private aeroplane has to undergo a course of training and pass tests that soon reveal any lack of skill before being granted a licence to take a machine beyond the confines of an aerodrome. More ability to take off and land an aeroplane is not sufficient to pass the test, and the intending pilot has to show a degree of all-round skill.

Similarly the ability to start, stop and not very skilfully steer a car should not be sufficient to allow a driver out on the road. He should be obliged to show himself capable, under the eye of a skilled inspector, of coping with all likely emergencies on the road.

It has often been said that such tests are impossible. To work any scheme of the kind would call for an immense staff of trained inspectors, it is claimed, and the only solution is the physical fitness clause in the new Act.

Physical fitness, unhappily for the theorists, certainly does not make a man a skilled driver, although a certain standard is admittedly necessary. Muscular and mental co-ordination is more important, and this is lacking in too many car drivers to-day. More stringent regulations and the possible suspension of the licence of drivers involved in fatal accident is a step in the right direction; but it is too much like locking the stable door after the horse has been stolen to wait until after an accident to suspend the licence of a negligent driver.

Value of R.A.C. Certificate.

The Royal Automobile Club have a standard driving test which many car salesmen and private drivers undergo voluntarily. A certain number of marks are awarded for the degree of skill manifested in each section of the test, the highest total being 100. The possession of the R.A.C. test certificate, a little book about the size of a driving licence, with a high percentage of marks, has often told in the favour of a driver whose skill has been questioned in court. There is also the personal satisfaction of being adjudged a good driver by the experienced inspectors that the R.A.C. employs.

There can be no doubt that similar tests carried out by country licensing authorities would greatly reduce the appalling number of road deaths caused by private cars, and commercial vehicles.

THE WORLD AT ITS WORST—SUBURBAN DRIVING

By GLUYAS WILLIAMS



SET OUT FOR DINNER PARTY IN A STRANGE SUBURB



REACHES SUBURB AND STARTS LOOKING FOR SYLVAN TERRACE. IS SURE HE HAS FOLLOWED DIRECTIONS EXACTLY



SYLVAN TERRACE SEEMS TO HAVE VANISHED. WIFE BEGINS TO MUTTER THAT THEY'RE GETTING LATE. STOPS TO READ STREET SIGN



SIGN SAYS "PRIVATE WAY PASS AT OWN RISK" CLIMBS IN AND CRUISES ON. WIFE BEGINNING TO MAKE SUGGESTIONS



AGREES RELUCTANTLY AT LAST THEY'D BETTER STOP AND ASK SOMEBODY. STREETS AT ONCE BECOME DESERTED



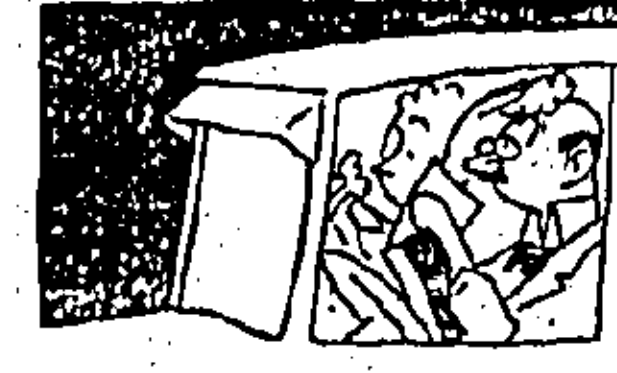
SPIES A FIGURE AT LAST DISAPPEARING IN DARKNESS DOWN SIDE STREET. HASTILY TURNS CAR AND PURSUES HIM



OVERTAKES MAN WHO HAS NEVER HEARD OF SYLVAN TERRACE, BUT TELLS THEM HOW TO REACH SILVER AVENUE



CRUISES ON. FINDS ACACIA LANE AT LAST AND REMEMBERS THAT SYLVAN TERRACE OPENS OFF IT



DRAWN UP AT HOUSE, HALF AN HOUR LATE. HOST WILL SPEND EVENING EXPLAINING HOW EASY IT IS TO FIND

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FREE WHEELING EXPLAINED.

EASY SHIFTING WITHOUT DECLUTCHING BY FOOT.

One of the most interesting and significant developments imaginable is that an American manufacturer of the standing of Studebaker should have adopted a free wheel as a standardized fitting on all the latest eight-cylinder cars.

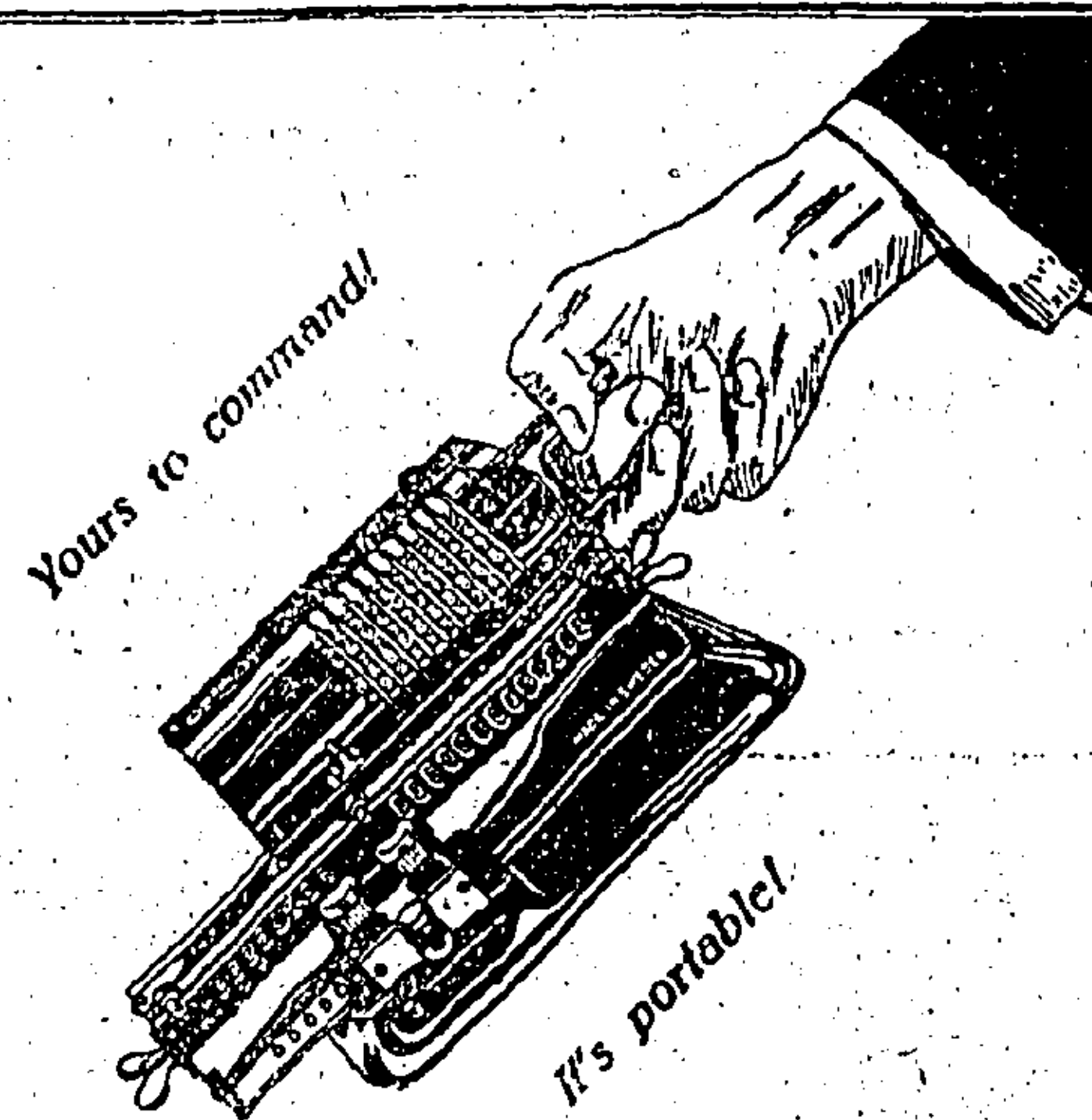
The Commander model, the smallest of the two straight eights, was new last year, and then, beyond all doubt, was an extremely nice car of its type; the latest Commander is much improved in several ways, and the addition of the free wheel gives the car what can only be termed a fascination, particularly for the more experienced driver, and considerably greater ease of control for the less experienced. And that is bearing in mind what has been done with free wheels in Europe.

The Studebaker free wheel, actually built into the gear box and operates on second and top gears; while, in addition, second is a silent ratio, which in itself is particularly worth having.

In any case, the car will do practically all its work on top gear, from a smooth 3 or 4 m.p.h., and has that marked ability of a good straight eight engine to pull quite slowly on a main-road gradient if required, accelerating away, still on top, when traffic conditions permit.

First is used just to get the car under way, and the change from first to second is normal, in that the clutch is used, though distinctly easier than the average; thereafter the clutch may be neglected if the driver wishes until the car is stopped again. That is the part of the thing the man accustomed to the normal car finds it difficult to visualize beforehand, and to which it is very soon become, used in actual practice. Changing from second to top is done as usual, as far as a slight pause with the lever in neutral is concerned, but the clutch need not be used to obtain a quiet change, nor—much more important—need the clutch be touched in changing down from top to second; all that the driver has to remember is to lift his foot from the throttle, pause slightly with the gear lever in gear, and then move the lever smoothly into second speed position, whereupon the lower ratio is engaged with nothing more than a clicking sound.

Conversely, the driver can employ the clutch in the usual way all the time, and then the change handles much more easily than the normal, both up and down. Further, there is the most important provision of action altogether, all that is necessary being to get the engine pulling either on top or on second, as the case may be, take out the clutch, press down a knob on the top of the gear lever, and move the lever to a position slightly beyond the customary places for top or second, whichever gear is wanted. The knob on the lever, which is used at need as a brake, will produce no loss of time.



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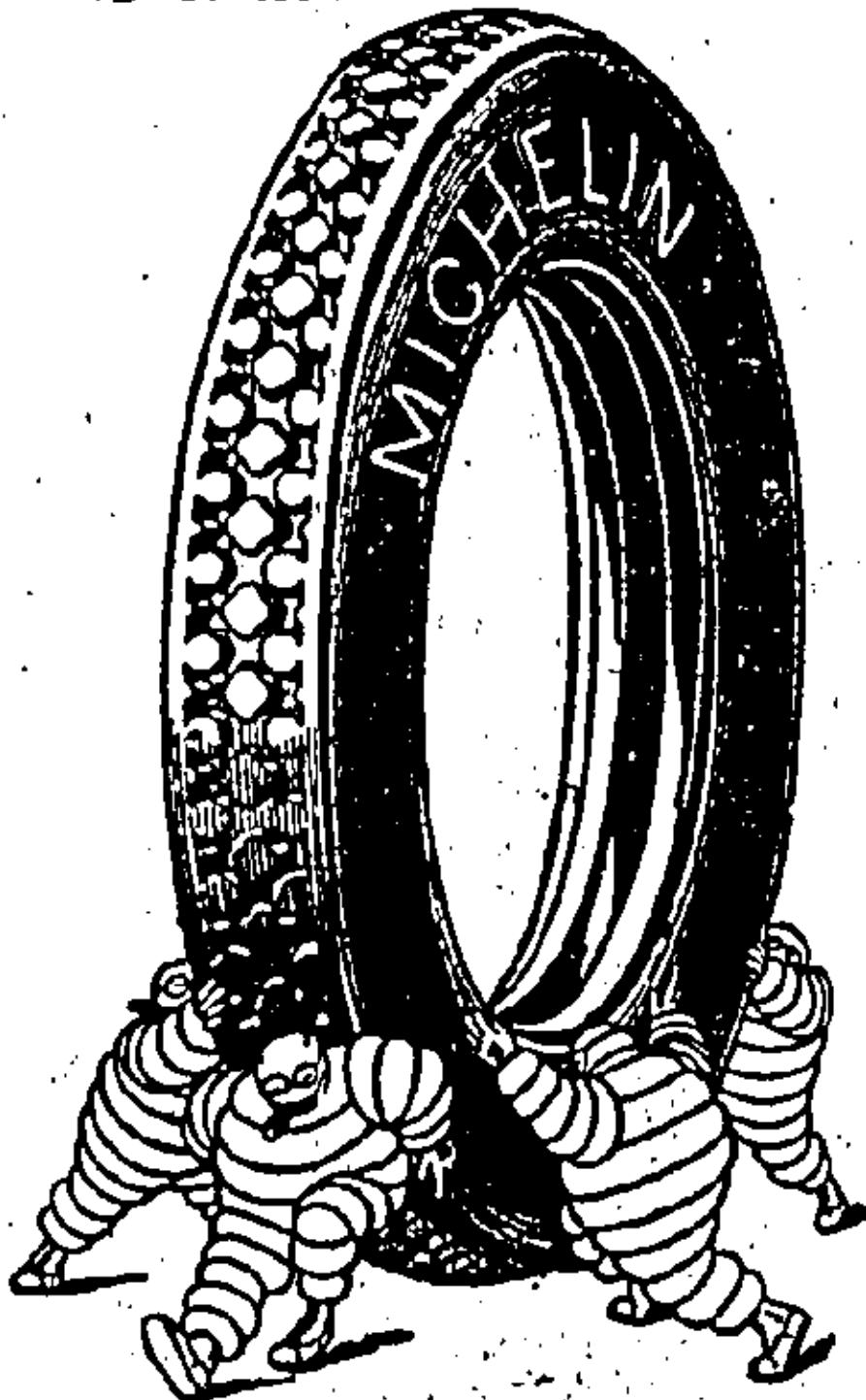
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TWO MILLIONAIRES MURDERED.

CHICAGO AND NEW YORK
POLICE BAFLED.

New York.—The mysteries of the
deaths of two wealthy Chicago and
New York financiers are being in-
vestigated by the police of those
cities to-day, as usual without the
guidance of any real clues.

They are the murder by Chicago
handits of Mr. Courtney R. Mer-
rill, aged fifty-four, a vice-presi-
dent of the Union Bank of Chicago,
and the slaying in New York of
Mr. Frank Grenville Curtis, fifty-
three years of age, a retired mil-
lionaire broker, and a member of
New York's most exclusive social
set—his name is in the "Social
Register," the American "Debutant."

Found on Pavement.
Mr. Curtis was discovered, bat-
tered and unconscious, in the
doorway of the "Dizzy" night club,
on West Fifty-Sixth-street, where
numerous speakeasies are located,
and died later in the Broad-street
Hospital.

The police, who questioned the
management of the "Dizzy" Club,
were told that Mr. Curtis was not
a patron, and had been propped
inside the club premises by two
men who said they found him
sprawling on the pavement.

Mr. Curtis was first taken to the
Rolle Vue Hospital, in the belief
that he was a victim of alcoholism,
and was placed in a general ward
beside an intoxicated sailor, who
had been injured in a brawl.
Later examination showed that his
skull was fractured, and there
was other evidence that he had re-
ceived a severe beating.

Gangster Attack.

His wife was summoned to Rolle
Vue, and became hysterical when
she was informed that her hus-
band was in a serious condition.
She insisted on his removal to an-
other hospital, and he was rushed
to Broad-street Hospital, where he
died without regaining consciousness.

Mr. Merrill was attacked by two
highwaymen as he drove his motor-
car into the garage behind his
bank. He was found stabbed and
died a few hours later without
being able to give a coherent ac-
count of what happened.
He told the physicians he was
shot, but no bullet wounds were
found on him, and it is believed
that the bandits first shot at him,
missed their mark, and then at-
tacked him with knives.

**"TEST" FOR HEAD
TEACHERS.**

TOTAL ABSTINENCE

When the appointment of head
masters to several schools came be-
fore the Chennarvanshire Education
Committee recently, the Rev. Cammy
Evans proposed that the Chairman
should put the total abstinence test
to all candidates.

Mr. Ivor Pryce: I think it is an
insult to the teaching profession to
do so.

Another Member: We should ask
it in all appointments.

The Chairman: Members can
vote if they like.

By a large majority it was decid-
ed that the Chairman should put
the test question.

When he put it to one candidate
Mr. Ivor Pryce said: "You are
putting it in a very low voice as if
you are ashamed."

The Chairman: Do not talk non-
sense. I have never been ashamed
to put a question in my life.

Another Member: Had you not
better ask whether he drinks milk or
minerals?

A Candidate: I do not object to
the question.

All candidates replied that they
were total abstainers.

Anonymous Letters.

In connection with the headship
of Boddeglen School it was stated
that two of three candidates on the
short list had withdrawn, having re-
ceived anonymous letters. The third
candidate, who came before the
Committee, was asked whether he
had received a letter from the same
source. He said he had. On being
asked whether he would accept the
appointment, he told the
Committee he desired to withdraw.

The Director of Education read a
letter which candidates had received
expressing the feeling in the neigh-
bourhood in favour of another teach-
er who was not on the short list.
Two or three letters were also re-
ceived by the Committee, one from
the Comrades of the Great War,
eulogising the services of a local
man whom they wished to see ap-
pointed.

such interference, but decided to
defer the appointment.

BRITAIN'S STUPID TRADE UNION LEADERS.

(Continued from Page 1.)

Maximum Yield.

How much better to approach the
problem with the declared intention
of seeing how the highest proceeds
can be obtained from the industry
and then to demand the highest
return based upon that result. The
result would probably be far better,
because the value of real co-opera-
tion in pursuit of a common aim is
almost incalculable.

Whatever impedes the maximum
yield, apart from safety and health
regulations, ought to be removed.
Instead of sitting tight, hedged
round by all kinds of ancient and
high-bound regulations, waiting for
industry thus handicapped to fight
a one-sided battle, or for politicians
still further to hamper trade re-
covery, how much better for those
acquainted with each industry to
take a hand in its improvement.

From the individual industry on
to the national plane there is a
great need for a few men on either
side, employers as well as employees,
to bring about a new train of
thought, to lay down guiding prin-
ciples, and to frame a common
policy. Above all, they must act
quickly, having as their objective
only the common good of the in-
dustry of the country by which it
lives, and on which the prosperity
of the people entirely depends.

Reserve Power.

The test of a nation's ability to
withstand any serious strain is its
ability to mobilise its reserve of
power, military or industrial. Six-
teen years ago we were able to
achieve the former, but we seem to
lack the ability to mobilise our in-
dustrial reserve in the present days
of stress. A committee of economic
experts is not likely to do it. Men
of action, of outstanding achieve-
ment by giving a bold, persistent,
and insistent lead, can vitalise the
energies of countless people who are
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mation on all subjects of enquiry will be placed at their disposal.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received

Instructions

To Sell by

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THURSDAY, DEC. 4, 1930,

COMMENCING AT 10.30 A.M.

At No. 4, HAVELOCK TERRACE

(Kowloon Dock).

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

On View From WEDNESDAY, the 3rd DECEMBER, 1930.

TERMS:—CASH ON DELIVERY.

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FRIDAY, DEC. 5, 1930,

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Comprising—

Porcelain Vases, Bowls, Plates,
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Crystal and Agate Ornaments,
Lacquer Screens, Joss Tables, Black-
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TERMS:—CASH ON DELIVERY.

On View From THURSDAY, the 4th DECEMBER, 1930.

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THE 17th DAY OF DECEMBER 1930,

At 8 O'CLOCK P.M.

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AUCTIONEERS,
Hong Kong, 26th November, 1930.

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"MARY GARDEN"
Perfumes
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Months or A Year. The first will cost
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THE General Electric Refrigerator keeps your milk and cream from souring. You'll have more money to spend for food.
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GENERAL ELECTRIC ALL-STEEL REFRIGERATOR
On View at—
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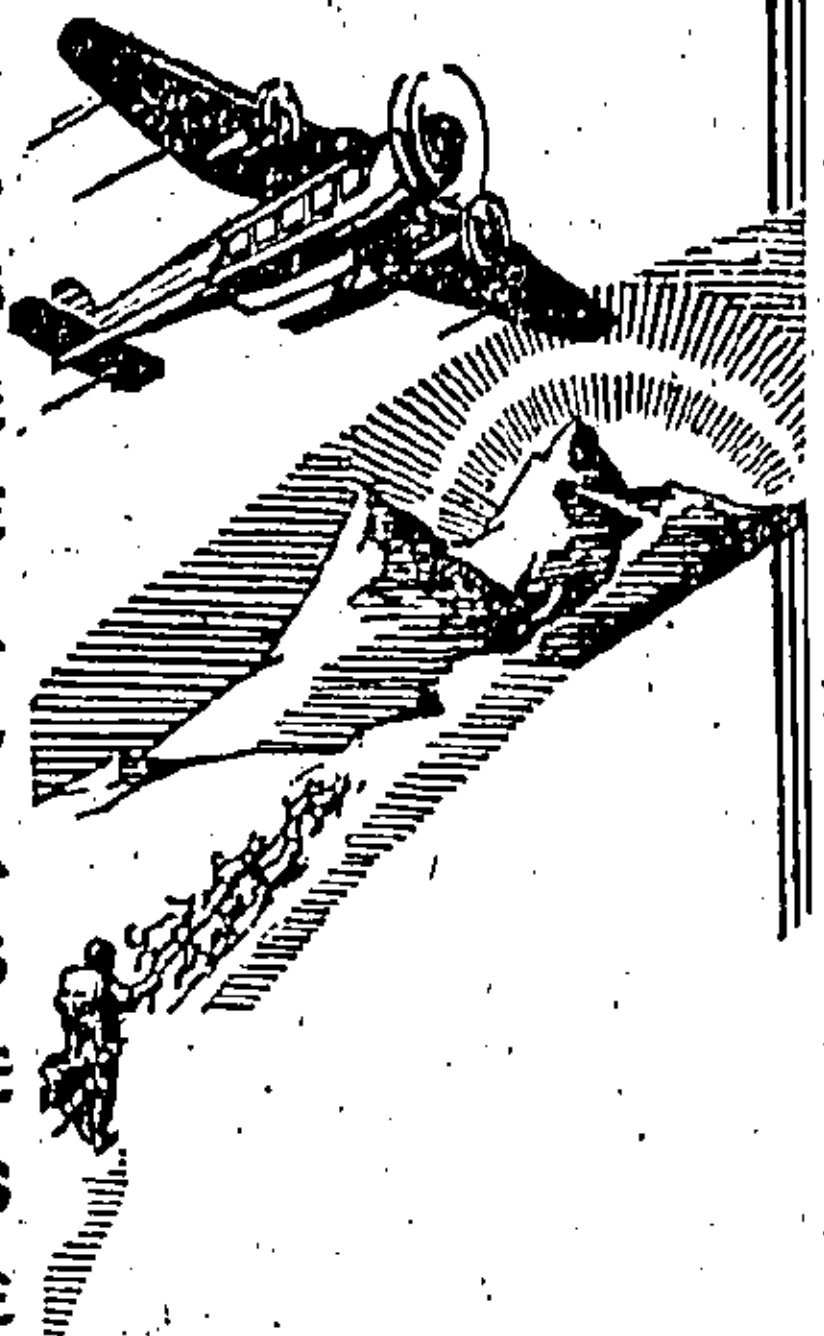
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IT'S ALL TRUE! YOU THRILL WITH 24
DARING MEN!

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COMEDIANS
COURAGE
ROMANCE
DANGER
DARING
DRAMA
THRILLS
SUSPENSE
PATHOS
MENACE



and a real STORY
with a smashing climax.

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**WITH BYRD
AT THE
SOUTH POLE**

A Paramount Picture

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ROMANCE!
ADVENTURE!

A PICTURE YOU CANNOT AFFORD TO MISS.

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Bookings at Anderson and the Theatre (Tel. 25720).

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Or if you require a car for more than 8 weeks, we
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Good Condition with Canvas
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KNITTER will undertake
Orders for Woollen Dresses for
Children. Moderate Charges. For
Particulars please apply to Box No.
10159, c/o Hong Kong Daily Press. [10159]

EASTERN NEWS IN BRIEF

PARS FROM EVERYWHERE.

The engagement is announced be-
tween Miles Creighton, eldest son
of Mr. and Mrs. F. W. Halton, of
Ettorby, Carlisle, and Edna May,
eldest daughter of Mr. and Mrs. T.
Cook, of Shanghai.

The Political Affairs Committee
of Manchuria is contemplating the
construction of a railway between
Taku and Chihchiangwang via
Tientsin, reports the native Press.
It is estimated that the new rail-
way will cost \$3,000,000 and the
Committee has requested the Minis-
try of Railways to contribute one-
fourth of the money. The Feng-
tien and Chihli Provincial Govern-
ments, the Committee suggests, will
assume responsibility for the con-
tribution of the balance.

UNEMPLOYMENT IN GERMANY.

NEARLY 3,500,000 PEOPLE NOW
OUT OF WORK.

Berlin, November 25.—Unemploy-
ment returns for November 15 show
a further alarming increase of the
jobless with now altogether 3,484,000
out of work, which is fully 101,000
more than on November 1 and
207,000 more than on October 15.
Roughly, two-thirds of the total
are drawing doles while the remain-
der are being supported to a certain
degree by the municipalities whose
resources are now completely ex-
hausted so that their position
must be regarded as extremely pre-
carious inasmuch as no improvement
of the labour situation is in sight
for at least several months to come.
The authorities are completely at
a loss how to deal with this situa-
tion as even the Government's finan-
cial reform bill will not fill the
empty coffers of the Treasury.



TO-DAY
THURSDAY
At 2.30, 5.30,
7.20 & 9.20 p.m.

GARY
COOPER
'Seven Days Leave'

BERYL MERCER

The talkie's big he-man
hero, in a role that sur-
passes for human drama,
love and laughter, any-
thing in which he has ever
appeared.

AT
THE MAJESTIC
Nathan Road, Kowloon.

CANADA'S PREMIER ON WARPATH.

PROVOCATIVE EXPRESSION BY DOMINIONS' SECRETARY.

[THROUGH REUTERS' AGENCY.]

London, Dec. 1.
Mr. J. H. Thomas' use of the
word "humbly" in connection
with the Canadian proposals at the
Imperial Conference in the course
of a debate in the House of Com-
mons on November 27 has elicited
a very forceful reply from Mr. R. B.
Bennett, Premier, who says:—
"Mr. Thomas has condemned
beyond the possibility of further
discussion and in language which
is deeply resented by the Govern-
ment of Canada the proposal I
made a sincere desire to meet
our individual and common needs.
If Mr. Thomas' statement indicates
what will be the attitude of the
United Kingdom at the conference
in Ottawa, then I have little hope
that any agreement which Canada
may reach with other overseas
Dominions will include the United
Kingdom."

He concludes:—
"If Canada's proposal is thus to
be contemptuously rejected, Cana-
dians can only accept and act upon
the rejection by embracing other
means at hand of further strength-
ening her economic position in the
world."

CRIMINAL COURT OF APPEAL.

QUESTIONS TO BE ASKED IN COUNCIL.

At the meeting of the Legislative
Council to be held to-morrow the
Hon. Mr. J. P. Bragg will ask the
following questions relative to the
establishment of the Criminal Court
of Appeal in Hong Kong:—

- 1.—Has the attention of the Hon.
the Attorney-General been
drawn to the leading articles in
the *Hong Kong Telegraph* and
newspaper of November 15 and in
the *South China Morning Post* of
the November 17 ad-
vocating the establishment of
a Court of Criminal Appeal
in Hong Kong?
- 2.—Has the suggestion been con-
sidered by Government be-
fore?
- 3.—If the reply to question 2 be
in the affirmative, will the
Government state the reasons for
not adopting the precedent
in England for creating a
Court of Criminal Appeal in
Hong Kong? If in the nega-
tive, will the Government con-
sider the advisability of creat-
ing such a Court in the
Colony?

FRENCH NATIONAL DEFENCE.

SPEAKER ON NECESSARY PRECAUTIONS.

Paris, November 25.—The Cham-
ber of Deputies has commenced the
debate on the subject of credits for
national defence.

M. Mandel, a National Republican
deputy, pointed out that he had to
consider out of a total credit of
Fr. 650,000,000 the expenditure of
Fr. 450,000,000 for modernizing the
army. He expressed regrets that the
Government did not envisage a
general plan for arrangement and
the general organization of frontier
defence, and declared that the con-
trol of manufactures relative to
national defence was insufficient.

He added that the best guarantee
of peace was a policy oriented to-
wards that end. "But the Briand-
Kellogg Pact," he said, "brought
no assistance to the Power assailed.
The Locarno Pact and the others
demanded the unanimity of the
Powers against the aggressor."
To these points of view he had to
be added, he said, the fact of the
German armaments. Germany was
expanding from two to three times
more on its army than Poland and
Czechoslovakia. As France, on the
other hand, had evacuated the
Rhineland, the frontiers on the
Rhine had been prematurely un-
covered. It was consequently neces-
sary for France to take precau-
tions.

AMERICAN PRISONER'S APPEAL FOR PARDON.

TREATMENT BY RADIUM.

STILL EXPERIMENTAL.

NOT ESTABLISHED AS CURE.

In its first annual report issued
recently the National Radium
Trust states that up to March 31
last it had in hand 9,215 grammes
of radium, which had cost \$24,770.
The Trust received \$150,000 from
the Thanksgiving Fund for the
King's recovery and \$100,000 was
voted by Parliament. The Trust's
administrative expenses were \$730.

Following the report of the
Trust comes that of the Radium
Commission. Dealing with the 12
national centres selected for the
distribution of radium, the report
states that progress in organisa-
tion had varied considerably, but
all centres alike had shown a readi-
ness to give effect to the policy of
the Commission. Additional sup-
plies of radium had been obtained
by the Trust. By the end of
August 18 grammes had been or-
dered (or approved to be ordered),
and of this 18 grammes had been
provisionally allocated to national
centres.

Owing to the complicated and
long process of filling the contain-
ers with radium, some 14 grammes
only had been received from the
manufacturers, and not more than
eight had been actually delivered
to the centres. It was hoped that
not less than 18 grammes would be
in full clinical use by the end of
this year.

With regard to outside demands
for radium, "insufficiency of sup-
ply is an obvious and sufficient ex-
planation, but, even if an unlim-
ited stock of radium had been
available, it would still be the view
of the Commission that, in the
present state of knowledge of
radio-therapy, an indiscriminate
or even a wider distribution of na-
tional radium would be highly un-
desirable.

"The dangers, both to operator
and patient, attendant on the use
of this new and potent weapon are
not only real and serious, but there
is much popular misconception, ex-
tending sometimes even to the me-
dical profession, with regard to
the efficacy of radium and the
technical difficulties of its clinical
use."

Caution Necessary.

"The Commission must again
emphasize," states the report, "that
great caution is necessary in esti-
mating the value and efficacy of
radium in the treatment of malig-
nant disease, and it cannot too
strongly deprecate the creation of
false hopes by means of sensational,
or even optimistic statements.

"As a result of world experience,
extending now over many years,
the best that can be said is that
some results, under certain con-
ditions, are very satisfactory, that
others are clearly established
reasons are less so; and that in
a considerable proportion of cases
the results are either inconclusive
or definitely disappointing.

"This does not justify a pes-
simistic outlook, as many problems
which yet remain unsolved may
yield to experience and research.
But time is an essential condition
of success, and it can only be after
several years of pioneer work that
there can be a sufficient supply of
statistical and scientific data to
enable positive conclusions to be
reached and published to the world.

"Finally, the Commission feels
bound to repeat its warning, that
radium is not yet established as a
'cure' for cancer; that whilst it
holds out a good promise of bene-
ficial results, and certainly of al-
leviation of suffering, it is at pre-
sent a very dangerous weapon, and
one which unless used with the
greatest skill, care, and precau-
tion may easily be productive of
more harm than good."

AMERICAN PRISONER'S APPEAL FOR PARDON.

IMPRISONED FOR FOURTEEN YEARS.

[REUTERS' AMERICAN SERVICE.]

SAN FRANCISCO, Dec. 1.

What is regarded in Labour
circles in the United States as an-
other Sacco-Vanzetti affair, is the
case of Warren K. Billings, who
was imprisoned in 1916 for sedition
along with a man named Mooney.
The case came up at the Supreme
Court of California, which rejected
Billings' appeal for a pardon.

The Court, which investigated
the circumstances of the conviction,
recommended to the Governor by
refused.

THE SILVER SCREEN.

"WITH BYRD AT THE
SOUTH POLE"

Busy as he was with all the de-
tails of the gigantic South Pole
expedition on his shoulders, Rear
Admiral Richard E. Byrd, whose
achievement in circling the South
Pole by aeroplane and exploring
the ice-covered territory at "the
bottom of the world" has stirred
a world-wide acclaim, was never
too preoccupied to take note of the
interesting human-interest sights
which occurred during the stay of
the expedition in the Antarctic.

Willard Vander Veer, Paramount
camera-man with the expedition,
says the intrepid leader was in-
defatigable in calling the attention
of himself and his co-worker,
Joseph Rucker, to interesting in-
cidents he ran across; a battle be-
tween seal and sled dog puppies;
a roundup of the solemn penguins
whose insulted dignity made one
of the funniest scenes in the en-
tire film record; the entire person-
nel lined up, including the admiral
himself, each man shaving the head
of the man in front of him in pre-
paration for the long winter night.
These are only a few of the
heartily humorous incidents in the
picture, "With Byrd At the
South Pole," which will be shown
at the Central Theatre for the last
time to-day. From the moment the
expedition landed in Little America
until the final trek for home, the
moving picture document shows
the hardships, the amusements, the
drama and romance of the forty-
two men who braved the perils of
the unknown.

"SAFETY IN NUMBERS"

"My Future Just Passed" is
the big hit song of Charles "Buddy"
Rogers' latest starring picture,
"Safety in Numbers," tuneful and
merry musical confection, which
comes to the Central Theatre to-
morrow.

In spite of the paradoxical title
of the song, Mr. Rogers is so en-
gaging in this picture that there
isn't anyone who would deny that
he still has a most distinguished
future which will probably take a
long time in passing.

"Buddy" has a way with him.
He's handsome, spirited, capable
and sparkling with youth.

He sings several songs, plays the
trombone, fights with his love-rival
in a whirlwind fistic encounter and
makes love to five different girls,
three of them the most bewitching
of Hollywood's young blondes—
Josephine Dwyer, Virginia
Bruce and Carol Lombard.

"Buddy" is seen as the young
American boy with music in his
veins and an inheritance of 250
million dollars in store for his ap-
proaching 21st birthday. But his
uncle and guardian, deciding to
discipline "Buddy" and to ac-
custom him to the ways of the
world, entrusts him to the custody
of three Police girls in New York.
Of course "Buddy" falls in love
with the girls, and many complica-
tions ensue—principally of a high-
ly hilarious nature.

"A LADY OF SCANDAL"

Only 16 out of every 300 ap-
plicants land chorus girl jobs in
talking pictures, according to
Sammy Lee, noted revue producer,
who directed the dancing ensemble
for "Chasing Rainbows," Metro-
Goldwyn-Mayer's new musical
movie which is now playing at the
Queen's Theatre with Charles King
and Bessie Love featured.

This small percentage is due to
the rigid demands of the talking
picture, the chorus girls having to
look puppy and pretty in close-
ups as well as long shots, an
opposite requirement from the
stage.

Charles F. Riesner directed the
backstage romance with the sup-
porting cast including Jack Bonny,
Marie Dressler, Polly Moran, Gwen
Lee, George K. Arthur, Nita Mar-
tan, Eddie Phillips and Voluca
Toubetskoy.

"A LADY TO LOVE."

Victor Seastrom, noted Swedish
screen director, reverted to his
former days on the legitimate stage
in filming Vilma Banky's first al-
l-talking picture, "A Lady To Love,"
which will open on Thursday at the
Queen's Theatre.

The Metro-Goldwyn-Mayer director
rehearsed the entire play as a com-
plete unit so that the cast was per-
fect in every line and detail before
the cameras turned on a single foot
of film.

"On the stage one never rehearses
scenes piecemeal," Seastrom stated
recently, "but in pictures it is
customary to rehearse a scene, like
a play, and then rehearse the next.
Some directors say that actors an-
ticipate action if they know what's
coming. On the other hand, an
actor's performance will be spotty
unless he knows his whole story,
particularly when dialogue is
used."

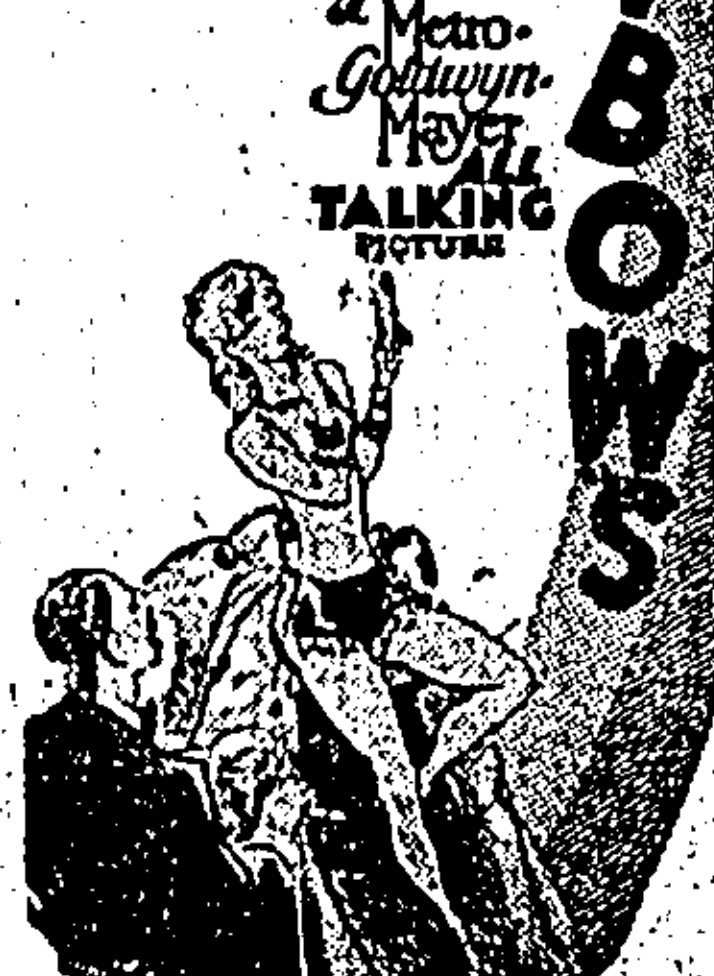
QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



with
CHARLES
KING
BESSIE
LOVE
JACK BENNY
MARIE
DRESSLER
POLLY MORAN
EDDIE PHILLIPS
Directed by
CHARLES
RIESNER

FOLLOW the crowds
to this glorious suc-
cessor to "The Broad-
way Melody." The
same starring pair,
Charles King and Be-
sie Love, in a vital,
colorful love story
against a backstage set-
ting, with luring songs,
gorgeous sets, eye-dil-
ling Technicolor scenes.



COMING SHORTLY
**VILMA
BANKY**



A Lady
to Love

STAR

FINAL SHOWING TO-DAY
At 5.30 Only.



LOWELL SHERMAN
LOUISE DRESSER
and CHARLES RAY

YOUR BEST CREDENTIAL

a smart Overcoat



Some men are only brought to a realisation of the need for a new coat either by a threadbare patch or an icy wind. Men vary in their moods and in their needs. It is in catering for the varying needs of men that we excel.

Our Winter showing of Overcoats will guide your choice into a suitably stylish channel at an economical price.

Mackintosh's

"SEND IT FOR DRY CLEANING."



Our dry cleaning process saves the cost of new clothes and lengthens the life of old ones.

SUITS, GOWNS, COSTUMES, HATS, SPORTS COATS, LEO'S, COVERS, BEDSPREADS, and BLANKETS.

WE CLEAN THEM ALL
CARPETS & RUGS SPECIALLY SHAMPOOED.

THE STEAM LAUNDRY COMPANY,

Sanitary Laundrymen, Dyers and Dry Cleaners.

Head Office and Works:—Mongkok, Tel. 57032. (Kowloon Hotel Depot)
Hong Kong Depot:—16, Stanley St., Tel. 21279. (Peak Hotel Depot)
Peninsula Hotel (Visitors only). Hong Kong Hotel (Visitors only).

WHITEAWAYS

FURNISHING DEPARTMENT.
NEW CURTAIN NETS



JUST ARRIVED

Art Silk and Cotton Curtain Nets in New Designs and Colourings.

43 inches wide.

\$3.25

AND

\$3.75 YARD.

LOOSE COVERS

A splendid selection of Cretonnes, Japle Cloth, Shadow Tissues, etc., for Loose Covers, etc. Fit and Workmanship guaranteed. Estimates gladly given.

FIRST FLOOR SHOWROOMS.

WHITEAWAY LAIDLAW & CO. LTD.

NEW BUILDING ENTERPRISE IN HONG KONG.

1.—HOW THE CENTRAL DISTRICT IS CHANGING.

QUEEN'S ROAD.

Anyone who has been away from the Colony for a few years will find it difficult to recognise Queen's Road Central of to-day as it has changed very materially, especially between Ice House Street and D'Aguilar Street.

Beginning from Ice House Street, one will notice a new granite block in the course of completion. This is the new premises of the National City Bank of New York. The Bank of China and the Eastern Equitable Bank occupy the next big block. Beyond that there are several small Chinese houses that now appear out of place in Queen's Road Central. There were many such houses in this part of Queen's Road at one time, but these have been pulled down and on their sites to-day stand The Industrial and Commercial Bank, the Tai Ming Building and Kiamyally Building. Beyond that is the huge A.P.C. Building which brings one to Wyndham Street. Beyond that is one of the latest additions to the Colony's big buildings, the King's Theatre, which will be ready in a few months.

On the other side of the road beginning from Ice House Street again, one finds that development has not been so rapid. A new front to the old Astor House Hotel has been added and the building is now the St. Francis Hotel. From this point to Pedlar Street things have not changed very materially. The old Hong Kong Hotel Garage has been moved and in its place is the Hong Kong Hotel's buffet. China Building beyond Pedlar Street while not a new addition to the Colony is certainly something which was not here a few years ago.

ROYAL BUILDING.

With its interior entirely gutted by one of the most serious fires Hong Kong has ever known, King Edward Hotel, or Royal Building, to give it its proper name, is now once again one of the foremost buildings in the Colony.

An entirely new interior has been built into the building. The floors are of cement-concrete and by the employment of fire-proof material in all constructional work the possibility of an outbreak of fire has been eliminated as far as modern building science makes possible.

The work has cost over \$200,000 and includes the installation of two lifts. The building has a special entrance on the Des Vaux Road side and can be used either as an hotel or alternatively as a block of offices.

From Des Vaux Road a fire escape communicating between the verandahs on the different floors is visible and the building has been very drastically changed although outwardly it appears the same as the old King Edward Hotel.

It is understood that the building will be ready for occupation very shortly. The ground floor has already been reserved by a bank as its offices. The top floor has been booked by the American Club. They will be entering into possession as soon as the finishing touches are put on the building. Thanks to its central position, in the very heart of the business centre of the Colony, it does not appear as if the other rooms will remain vacant for very long.

THE KING'S THEATRE.

On the site once occupied by Messrs. Yee Sang Fat, a modern building now stands and will shortly be officially opened as one of Hong Kong's picture palaces.

The structure which is 125 feet from the street level to the dome is certainly one of the most impressive along Queen's Road Central.

The theatre, it is understood, will be named King's Theatre and it will contain accommodation for over 1,000 persons. The seating accommodation will be as follows:—

Front Stalls 290
Back Stalls 448
Gallery (dress circle) ... 364

The whole building will be completed in about three months' time. The entrance will be from Queen's Road Central and the exits have been placed in Wyndham Street and D'Aguilar Street. Lifts to the upper floors are being constructed in the building. The upper floors of the front portion of the building will be used as offices.

A special cooling system has been installed in the new theatre and everything within the building is of absolutely fireproof material, the floors being of concrete.

In connection with this theatre, it is learned that the first and second floors will probably be used as restaurants and refreshment rooms.

H.K. AMUSEMENTS.

REORGANISATION SCHEME APPROVED.

At the Supreme Court yesterday, before Mr. Justice Wood, an application was made on behalf of the Hong Kong Amusements, Ltd., for a reduction of capital and sanction to a scheme for re-organisation of the Company's capital.

Mr. F. C. Jenkin, who appeared for the Company, instructed by Mr. H. J. Armstrong, of Messrs. Denisons, explained that all the creditors were consenting parties to the scheme with the exception of three whose claims amounted to about \$600. Counsel said that although the petition sought the confirmation of the Court to the reduction of capital and the scheme of re-organisation, no reduction would actually be effected because the reduction was merely part and parcel of a larger scheme whereby the capital of the Company would be ultimately increased to \$1,000,000. The object was to acquire the Queen's Theatre premises and also extend their business elsewhere.

In answer to his Lordship, Counsel agreed that if the petition is accepted by the Court the same amount of assets will remain in the hands of the Company throughout.

Mr. Jenkin also explained that the Company had found it cumbersome to have three classes of shares, and it was now intended to cancel the deferred ordinary shares and convert preferred ordinary shares and ordinary shares with preference rights into one class only, that is to say, ordinary shares, ranking for dividend *pari passu*.

After further submissions, his Lordship granted the application, making an order for dispensation of the words "and reduced," the retention of \$40,000 concerned in the reduction of capital, and also the retention of \$200,000 in the hands of the creditors.

ESTATE OF R.A.M.C. COLONEL.

BEQUESTS MADE TO CHARITY.

Estate in Hong Kong worth \$11,400 and net personally in England valued at \$27,512 7s. 3d. was left by Col. Alfred Herbert Tubby, C.B., C.M.G., formerly of the Albany Hotel, Hastings, Sussex, who died at Red Gables, Bletchingley, Surrey, on February 23, this year. Re-sealing of certified copy of probate of the will has been granted locally on behalf of the two executors, Mr. J. L. Payne, O.B.E., 18, Portland Place, London, and Sir John James Withers, C.B.E., M.P., 4, Arundel Street, Strand, London.

A sum of \$100 is donated to the Alpine Club, London, "in token of his love for the mountains, and in remembrance of many happy hours he spent with the members." A cot, in the name of testator's wife and daughter is to be endowed at Westminster Hospital for which \$200 is provided in the will. A share is also bequeathed to Christ's Hospital, in the hope that it may form a foundation for the teaching of science to be called the Alfred Herbert and Beatrice Tubby Foundation.

Chinese Estates.

Letters of administration to an estate of \$17,000 in the Colony have been granted to Kwan Leung Shi, of Canton, at present residing at 31, Wellington Street, Hong Kong. She is the widow of Kwan Hau Yai, alias Kwan Ko Yee, alias Kwan Yim Tso, who disappeared on January 5, 1923, and is presumed to be dead.

Another widow, Chan Ng Shi, temporarily living at 109, Caine Road, has received letters of administration to an estate of \$3,000 left by her late husband, Chan Yuen, alias Chan Tain Pang, late of 1, Tel. Koa, Canton, who died at Shan Liu, Tat Yai Chun, Canton.

ASSESSMENT RATES IN HONG KONG.

PERCENTAGES ON VALUATION ALTERED.

SCALE TO BE REVISED.

At to-morrow's meeting of the Legislative Council, the Colonial Secretary will move the following resolution:—

Resolved by the Legislative Council that the percentage on the valuation of every tenement enumerated in the list of tenements assessed, payable as rates, shall be altered, and that on and from the date to be fixed by H.E. the Governor for the coming into effect of this resolution the following percentages shall be payable as rates, namely for any tenement—

Scales for Various Districts.

In the City of Victoria.—17 per cent.

In that portion of the Hill District bounded on the north, south, and west by the 700-foot contour, and on the east by a line drawn north and south passing through the Wanchai Gap; and in such other portion of the Hill District as may, by order of the Governor, be notified in the Gazette.—17 per cent.

In the remaining portion of the Hill District and in Quarry Bay.—12½ per cent.

In Tai Hang and San Tsun.—17 per cent.

In Tung Lo Wan, Whitfield and Shaukiwan Road as far as Inland Lot No. 1020.—10½ per cent.

In the remaining portion of Shaukiwan Road (North Point).—14½ per cent.

In Shaukiwan East and West.—10½ per cent.

Shaukiwan Marine Lots Nos. 1 to 10, both inclusive, and Shaukiwan Inland Lot No. 408.—14½ per cent.

In Tsing Shui Ma Tau, Po Kau Wat and Sai Wan Ho.—10½ per cent.

In Broadwood Road (with the exception of Inland Lots Nos. 1911, 1924, 2020 and 2020).—16½ per cent.

Inland Lot Nos. 1911, 1948 and 2020.—14½ per cent.

Inland Lot No. 2020.—17 per cent.

In Wong Nei Chung (with the exception of the new Government built village) and Wong Nei Chung Road.—17 per cent.

In Wong Nei Chung New Village.—13 per cent.

In Aberdeen.—16 per cent.

In Apichau.—14½ per cent.

In Stanley.—12½ per cent.

In Kowloon Point, Yau-mati, Mongkoktau, Shamshui, Prince Edward Road, the south side of Boundary Street and Fuk Tsun Heung (with the exception of Kowloon Marine Lots Nos. 20, 28 and 33).—17 per cent.

Kowloon Marine Lot Nos. 20, 28 and 33.—10½ per cent.

In the area bounded by the extension of Argyle Street on the north, by the extension of Waterloo Road on the south-east and by the Kowloon-Canton Railway on or towards the west.—17 per cent.

In Hung Hom, Hung Hom West, Hoik Yuen and Kowloon City Road from the Hung Hom Police Station to the north as far as and including Kowloon Inland Lot No. 1160 and Kowloon Marine Lot No. 67.—17 per cent.

In To Kwa Wan.—13½ per cent.

In Ma Tau Wai and Kowloon City (with the exception of the new layout).—13 per cent.

In Kowloon City, the new layout.—17 per cent.

In Kowloon Bay Reclamation.—17 per cent.

In Lai Chi Kok, Wong Uk, Chung Sha Wan and Kowloon Old City.—13 per cent.

In any other place.—11 per cent.

DANGER TO THE PUBLIC.

LIVE WIRE EXPOSED BY THIEF.

Sentence of four months' hard labour was passed by Mr. A. E. Lindell at the Central Magistracy yesterday, on a Chinese, who was charged with the theft of 100 pounds of wire valued at \$100, belonging to the Hong Kong Electric Company.

Mr. T. G. Bennett, who appeared for the complainant company, said that it was a serious case, and pointed out that the wire, which the defendant had stolen, formed a cradle which protected the live wire running from Repulse Bay to Stanley from falling to the ground in case of a fire. If, after the cradle had been stolen, the wire had broken, and somebody had touched it, the person would have been killed, as the wire carried a voltage of 6,000 volts.

The defendant was formerly employed by the Company as a wiring man, and he had a pair of pliers in his possession at the time of his arrest.

KAIPING COAL

FOR ALL PURPOSES



HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

THE ASIA COAL & BRIQUETTING CO., LTD.

Manufacturers of Coal Ovoids or briquettes under the trade name "Cokets." A highly efficient fuel under boilers with or without forced draught. A clean fuel for household use. A ton of "Cokets" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents. Other advantages, two thirds less smoke, less work in firing, steam raising and in ash removal. Special prices quoted for bunkers and factories upon application. Ask for samples immediately.

RULING CASH RETAIL PRICES FOR HOUSEHOLD:

Hong Kong:—\$19.00 per ton ex godown. Delivery charges extra.

Kowloon:—\$19.00 per ton delivered.

For full particulars about delivery charges, please apply to the Company's Office, Chins Building, 2nd floor.

COATES' ORIGINAL

PLYMOUTH GIN

IS THE BEST DRY GIN FOR COCKTAILS.

Sole Agents:—

CALDBECK, MACGREGOR & Co., Ltd.

(Incorporated under the Companies Ordinances of Hong Kong)

PRINCES BUILDING, ICE HOUSE STREET.

COME TO US FOR THE RECORD HITS

from

Metro-Goldwyn-Mayer Picture

"CHASING RAINBOWS"

(Now showing at QUEEN'S THEATRE)

22186 { Lucky Me-Lovable You...Sung by Johnny Marvin
Happy days are here again... " " "

22221 { Happy days are here again... " " "
Fox Trot Leo Reisman's Orch.

{ Lucky Me-Lovable You... " " "

S. Moutrie & Co., Ltd.

(Victor Distributors)

Chater Road.

CRYSTAL WARE

SUITABLE GIFTS FOR XMAS

TRAVELLERS' SAMPLES WILL BE DISPOSED OF

TO-DAY and TO-MORROW

Between the Hours of 10 A.M. and 6 P.M.

TOP FLOOR, S. C. M. POST BUILDING

REASONABLE PRICES

COME EARLY AND GET PICK OF SELECTION.

CANTON CEMENT
FACTORY.OPERATIONS TO COMMENCE
IN MARCH.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Dec. 2.

The Government cement factory at Sai Tsuen, in the western suburb of Canton, the construction of which was started over two years ago, is expected to be ready for operation in March next.

All the buildings have been completed and the ground levelled. A large portion of the machinery has arrived from Copenhagen and is already installed in the factory, and the remaining parts of the equipment, including a huge electric generator, is expected to arrive in Canton before the end of this month. Messrs. Smith & Company of Copenhagen are the contractors.

Two Thousand Barrels Daily.

The factory will have a capacity of 2,000 barrels of cement daily, operating on the basis of 24 hours. Such an output, according to the Government authorities, will be sufficient to supply all the needs of Kwangtung. The factory, which will employ about 500 workers, will be the third largest cement factory in China.

FIRST AIR TRIP TO
CANTON.F.O. HARVEY TAKES OFF
YESTERDAY.

The first aeroplane trip from Hong Kong to Canton was made yesterday, when Flying Officer A. V. Harvey, demonstration and test pilot to the Far East Aviation Company, Ltd., on the Company's Avro-Avian V.R.H.A.D. left the Kai Tak Aerodrome at 12.45 p.m. for Canton. The route which Flying Officer Harvey intended to take covers a distance of about 54 miles, and the airman expected to land at Tai Sha Tau after an hour in the air.

The object of the trip was to take the machine to Canton for demonstration, but the flight serves to bring home the fact that with the definite establishment of aviation in the Colony there should be no difficulty in clipping off three hours from the shortest existing record in taking passengers to Canton.

In his short stay at Canton, Flying Officer Harvey will demonstrate the machine to the Canton Air Force, especially in regard to its capabilities in ordinary flying, various manoeuvres, lifting capacity, folding wings, short take-off, slow landing speed, etc. The return flight to Hong Kong will probably be on Thursday, when Mr. B. Lander Lewis, Chairman of the Aviation Company, will be carried as a passenger.

Flying Officer Harvey took with him a letter from H.E. Sir William Peel to H.E. General Chan Ming Shu, Civil Governor of Kwangtung.

YEARLY VISIT TO GAOL.

HABITUAL THIEF CAUGHT
AGAIN.

A remarkable record of crime was produced before Mr. E. H. Williams at the Central Magistracy yesterday when a Chinese was charged with the larceny of 23 pieces of silk clothing, two vases, one hand bag, to the total value of \$390, the property of the occupants of 44, High Street.

Detective Sergeant Fleethy told the Court that on the morning of November 30, two detectives were on duty at Hollywood Road when they noticed the defendant carrying the silver vases and some clothing under his arm. They accosted him, and after some questioning, he took them to several pawnshops where some of the clothing was retrieved. When searched the defendant had a number of keys in his possession, one of which fitted every drawer in the house in question.

The defendant was sentenced to three months' imprisonment for larceny in 1927, nine months for larceny in 1928, six months for unlawful receiving in 1929, and three months for receiving stolen goods in 1930. This time he was sentenced to six months' hard labour and to be placed under Police supervision for two years.

COAL BRIQUETTES.

A PROMISING LOCAL
INDUSTRY.IMPRESSIONS OF A VISIT
TO THE FACTORY.

A visit paid by a *Daily Press* representative to the works of the Asia Coal & Briquetting Co., Ltd., revealed some interesting facts about the manufacture of coal ovoids, or briquettes, with the aid of modern machinery. The manufacture of coal ovoids is a growing industry all over the world, but it is a new venture in Hong Kong which has a promising future when it is realised that this product is suitable for any purpose for which lump coal is used and at a much cheaper cost.

The factory is situated at Tsun Wan, on the Castle Peak Road, where the Company are reclaiming a large marine lot which would provide for about 1,000 feet of deep water frontage. It is excellently situated for transport facilities both by land and water. A beautiful glimpse of the western district of Hong Kong is obtained from the factory across the bay.

Process of Manufacture.

A Pitter oil engine developing 250 H.P. furnishes the power for all the machines, and a separate unit is a huge boiler which supplies steam to the heaters. The raw materials used are Hongkong dust with a mixture of bituminous dust, and the binder which is used to consolidate this mixture to form the ovoid is asphaltum, which is imported in drums. The ingredients are taken through a number of crushers, heaters and mixtures, and finally passes through the Press, where rollers with egg-shaped indentations complete the process and drop the ovoids to a steel belt conveyor leading to trolley trucks outside the factory.

It is intended later on to extend the range of the conveyor so that the ovoids as they leave the plant could be discharged straight into lighters where necessary. There is ample stacking ground on the area which has already been reclaimed, and a great advantage is that the product can be stored in the open air with little or no effect on its burning qualities. The capacity of the plant is ten tons of briquettes and hour.

Clean to Handle.

There is no doubt that the ovoids, while having larger uses in ships and factories as with other lump coals, will be a popular form of fuel for cooking and winter heating. A uniform product is guaranteed in regard to ash and moisture and proportion of lump coal. In its finished state, free from dust and irregular lumps, householders will find the "Cockets" clean to handle and store in any room or passage. There is also a minimum of smoke.

Our representative was also shown a practical test as to the efficiency of the ovoids as a fuel burning with regularity to the last particle, and he was very favourably impressed both with the product and the thorough and simple process of manufacture.

An advertisement elsewhere in this issue gives particulars of this product and prices. Further particulars and samples can be obtained from the Company's office, China Building, second floor.

FIRE AT TAIPO.

BABY INSIDE BURNING
MATTRESS.

Shortly after 3 p.m. yesterday a fire broke out in the Tai Tin village at Tai Po, as a result of which four mattresses were burned down. The unfortunate incident was also attended by the loss of life of a one-year old child.

Before the arrival of two appliances from the Kowloon Fire Stations, the villagers boldly attempted to put out the flames, but not with any degree of success. When the firemen arrived, four mattresses were already involved, but the blaze was soon under control.

Following a report that a one-year old boy was inside one of the mattresses, a search was made among the debris for the body, which was discovered after some time, and removed to the Kowloon Mortuary.

THE POETIC SPIRIT.

MR. W. W. HORNELL'S
ELOQUENT LECTURE.

Mr. W. W. Hornell read a most learned, interesting and fanciful paper to the English Association yesterday evening when it met at the Cathedral Hall under the chairmanship of the Hon. Dr. R. H. Kotewall, C.M.G. Mr. Hornell distilled for his audience the very essence of poetry, and his address sparkled with genius culled from the greatest of poetic masterpieces.

We give the opening of the lecture. To print the whole of it would need a special edition. To summarise it would be to lose its charm. What remains but to reproduce the eloquent opening.

This lecturer in the course of his address said:—

My subject is roots not beginnings. The origins of convention do not concern me. It would be fascinating to retrace the vestiges of primitive poetry and to attempt to reconstruct Hercules from his foot. But I shall take another way. The phenomena of which I wish to speak spring from the very nature of poetry. It is because poetry is what it is that its conventions are what they are.

We may deal summarily with the definition of convention: I am at this moment using words which have not the remotest connection with the things for which they stand. They mean what they mean because we accept them as meaning it. "Horse" has no more connection with the animal it signifies than have "hippos" or "equus" or "cheval" or "pferd." The varying sounds convey the idea of the creature to their respective users, simply because, through immemorial usage, they are so understood. This is one element in convention—acceptance.

There is another. An artist sets to work to paint a landscape. But the landscape has three dimensions: the flat surface before him has but two. Out of the limitations of his medium he must construct a set of symbols that will give to a plane the appearance of depth. He does it and we accept it and see depth where it is not. A dramatist writes a play. The action covers days, weeks, months, perhaps even years. The playwright has at his disposal a brief three hours. Out of the limitations of his medium he must somehow bring it about that stage time shall produce the impression of real time. We know that hours and months do not synchronize, yet we accept them as coincident; we know that a surface has only two dimensions, but we accept it as representing three. The major conventions of art involve not only acceptance but also the acceptance of illusion.

We are dealing with the communication of ideas, perceptions, feelings, impressions. That involves a medium. The medium and the thing communicated do not correspond; stage time is not real time; a surface has no depth; words are not things. There are differences between the relations in each case, but in all one fundamental fact appears. We accept as one thing something which is another and a different thing.

Convention then so far as art is concerned represents concurrence. And the fundamental convention of every art grown out of its medium. Conventions begot conventions to be sure and their ramifications and permutations are endless. But this is another story. Our business is with roots of convention in poetry. What is the problem that the poet has to solve?

Here on the one hand is what William James once called "the blooming welter"—everything from the fall of a leaf to the collapse of the dollar, from the Peak of Hong Kong to Parnassus, from the musings of MacWhirter to the tragedy of King Lear. And here is the poet who feels it all and strives to catch it and fix it in words. How shall he do it?

Imagine me as lying on the sand by the seashore, at Big Wave Bay. There are pouring in on me a throng of physical sensations—the light gleaming and sparkling on the sea; the infinite purples of the sea—the exquisite pattern left by the receding waves, the slow recurring rhythmic thunder of the sea, the soft wind, the warmth of the sun and the fresh and salty tang of the sea.

Now clearly there are two things to be reckoned with:—I and the surging mass of impressions. I may as lie on the sand be happy or depressed, alone and glad to be so, alone and wishing that I was not, in company that soothes or in company that jars—I may be steeped in all that poets have ever sung of the sea or my mind may be a blank. I may be caught to the sea's mystery and stirred by the majestic words "Hitherto shall thou come and no further and here shall thy proud waves be stayed" or I may be unable to banish from my mind's eye the recent anonymous correspondent to the local press, who was forced by the wanton behaviour of

(Continued at foot of next column.)

SIX NEW BILLS.

TO COME UP FOR FIRST
READING TO-MORROW.ENTERTAINMENTS AND
STAMP ORDINANCES.

The following new Bills will be moved by the Attorney-General at the Legislative Council to-morrow:

"A Bill to amend the Crown Lands Resumption Ordinance, 1905."

"A Bill to impose Duties in respect of admission to Entertainments."

"A Bill to amend further the Piers Ordinance, 1899."

"A Bill to amend the Stamp Ordinance, 1921."

"A Bill to make certain provisions relating to the corporation named The Tung Wah Hospital."

"A Bill to amend the law relating to the powers of arrest possessed by revenue officers."

Entertainments Ordinance.

In regard to the Bill in connection with entertainments, the "Objects and Reasons" state:—

The object of this Ordinance is to raise necessary revenue by the imposition of duties in respect of admission to entertainments.

As the Ordinance in section 5 delegates to the Colonial Treasurer certain functions which under the Acts are delegated to the Commissioners of Customs and Excise a sub-section has been added to section 5 (on the lines of s. 10 of Ordinance No. 20 of 1913) giving a right of appeal to the Governor-in-Council.

Stamp Ordinance.

Under the Bill to amend the Stamp Ordinance, the following explanation appears:—

Section 3 (1) raises the duty on cheques from five to ten cents.

Section 3 (2) permits the use of adhesive stamps to make up the difference in duty until March 1, 1931.

Sections 4 and 10 raise the duty in the case of bills of lading and equivalent acknowledgment books from ten to fifteen cents, where the freight is under five dollars, and from thirty to forty cents where the freight is five dollars or more.

Section 5 raises the duty on commodity orders passed through a bank from five to ten cents.

Section 9 makes a like increase in the case of receipts but exempts amounts not exceeding twenty dollars from receipt stamp duty. The previous limit was ten dollars.

Sections 7 and 8 bring the system of duty in the case of deeds of partition more closely into line with the system prevailing in England (where *ad valorem* duty is charged on equally money in excess of £100) by making the duty \$20 plus an *ad valorem* charge on the equality money. As in England where the partition is carried out by several instruments the principal deed will be so charged, the other deeds being stamped with the ordinary deed duty of \$20.

RICKSHA COOLIES
CHARGED.ALLEGED THEFT FROM
EUROPEAN.

The case in which two ricksha coolies are being charged with the larceny of \$20 from Mr. R. W. Webber was heard by Mr. E. H. Williams at the Central Magistracy yesterday. Mr. Horace Lo appeared for the first defendant, while the second defendant was represented by Mr. Leo d'Almeida, snr.

Giving evidence, the complainant stated that he left the Kowloon Hotel at about 8 p.m. on November 23. He went to the Savoy Hotel and after staying there till about 12 p.m. he took a ricksha, and could not recollect what happened afterwards. He remembered that he had three \$10 bills on him when he left the Kowloon Hotel and had only spent several dollars in the Savoy Hotel.

An eye-witness of the affair, Li Fung, stated that he came upon the two defendants carrying a fare along Queen's Road, and overheard one of them said to the other: "Let us take him to a dark place." He followed them and at the bottom of a flight of steps leading down from Battery Path, just opposite the Hong Kong and Shanghai Bank, witness saw one of the defendants extract something from Mr. Webber's jacket, after which they dropped him on the ground and left.

The case was remanded until Saturday.

his companions at a moonlight bathing picnic to desert the sea and to confine his subsequent abolutions to the decent privacy of his private shower bath. The "I" who see am what I see, takes form and colour, proportion and emphasis from what I feel, it is a problem of two words with which I have to deal.

INTERPRETER ON A
SERIOUS CHARGE.HAWKER'S GRAVE
ALLEGATIONS.A QUESTION OF THIRTY
DOLLARS.

Serious allegations to the effect that he had demanded and obtained \$30 from a hawkler were made by the Police against a Chinese interpreter in a case which commenced before Mr. E. H. Williams at the Central Magistracy yesterday.

Mr. T. Murphy, Assistant Superintendent of Police, prosecuted, and Mr. M. K. Lo was for the defence.

In the course of his opening of the case, Mr. Murphy stated that the complainant was a hawkler who had stalls both inside Whitfield market and outside. At the stall outside the market, he sold cooked food. The Inspector General of Police gave the man notice to the effect that the licences for the stalls would not be renewed after they had expired, but the hawkler was very anxious to carry on the outside stall.

Numerous petitions were forwarded to the authorities, and the Police eventually decided that the man should have his licence back. On November 15 he was informed that a new licence would be issued to him that he might continue business on the old pitch. Before the new licence was issued, said Mr. Murphy, the hawkler had been to see various officers in the Force and on two occasions when he had been to see Mr. Kent, the defendant had acted as interpreter.

Made An Appointment.

In is alleged that the defendant made an appointment with the hawkler after one of these interviews, as a result of which the two men went to the defendant's house in Shamshuipo where a question of payment of \$30 was discussed in order that the defendant might get favourable consideration in respect of his licence.

On October 25, said Mr. Murphy, defendant went to the hawkler's house in Irving Street and there a conversation took place.

After the licence had been issued, a slight difference of opinion arose regarding the stall as it did not conform with the regular size and also because the chimney used by the defendant in his stove did not meet with the approval of the authorities. He was ordered to remove the chimney, which he did, but he later went to Police Headquarters to make further inquiries. On this visit he was met by the defendant who repeated his request for \$30. The hawkler went to the S.C.A. to make a report and the S.C.A. communicated with the Police as a result of which a trap was laid.

When the defendant went to the hawkler's house in Irving Street to ask about the \$30, a district watchman had already been concealed in the house. The conversation, said Mr. Murphy, was alleged to have taken place in rather low tones and as a result the district watchman only heard part of the conversation. He is alleged to have overheard the defendant say: "What about the \$30?" to which the hawkler replied: "If I gave you \$30 will it be all right?" to which the defendant was heard to reply: "All right."

On leaving the hawkler's house, the defendant was accosted by the district watchman who had been in hiding in the house. He demanded to search the defendant, but the latter himself produced the notes, which, added Mr. Murphy, were marked. To the hawkler who was present, the defendant is alleged to have said: "Why have you done this?"

Hawker's Evidence.

In the course of his evidence, the hawkler said that after the Police had refused to renew his licence he went to the S.C.A. and as a result was told that he would get back his licence. He had no money to pay for the renewal and had to delay this matter somewhat. When he did go to Central Police Station, he was met by defendant who is then alleged to have again asked for \$30. Witness said he only had enough money to pay for the licence, and was then told that there would be trouble over his stall in a few days.

Witness stated that after the district watchman had brought the defendant to the S.C.A. office to find Inspector Murphy, who happened to be out, the defendant is alleged to have stated: "There is no one following us, I will give you \$30 each to settle this matter." Witness told the Magistrate that he

proceeded with the case. At the close of the hawkler's evidence the case was adjourned for a week.

For the Smart,
Up-to-date Styles

in

WINTER WEAR

See

Lane, Crawford's

Ladies' Dept.

Columbia
New Process RECORDS

MR65 MARCH OF THE GRENADIERS ... Fox Troc
MY LOVE PARADE ... " "

6726 LOVE PARADE ... WALTZ
DREAM LOVER ... " "

5660 SWEETHEART WE NEED EACH OTHER Fox Troc
YOU'RE ALWAYS IN MY ARMS ... WALTZ

DX15 RIO RITA ... EDITH DAY & GWYNETH
IF YOU'RE IN LOVE YOU'LL WALTZ

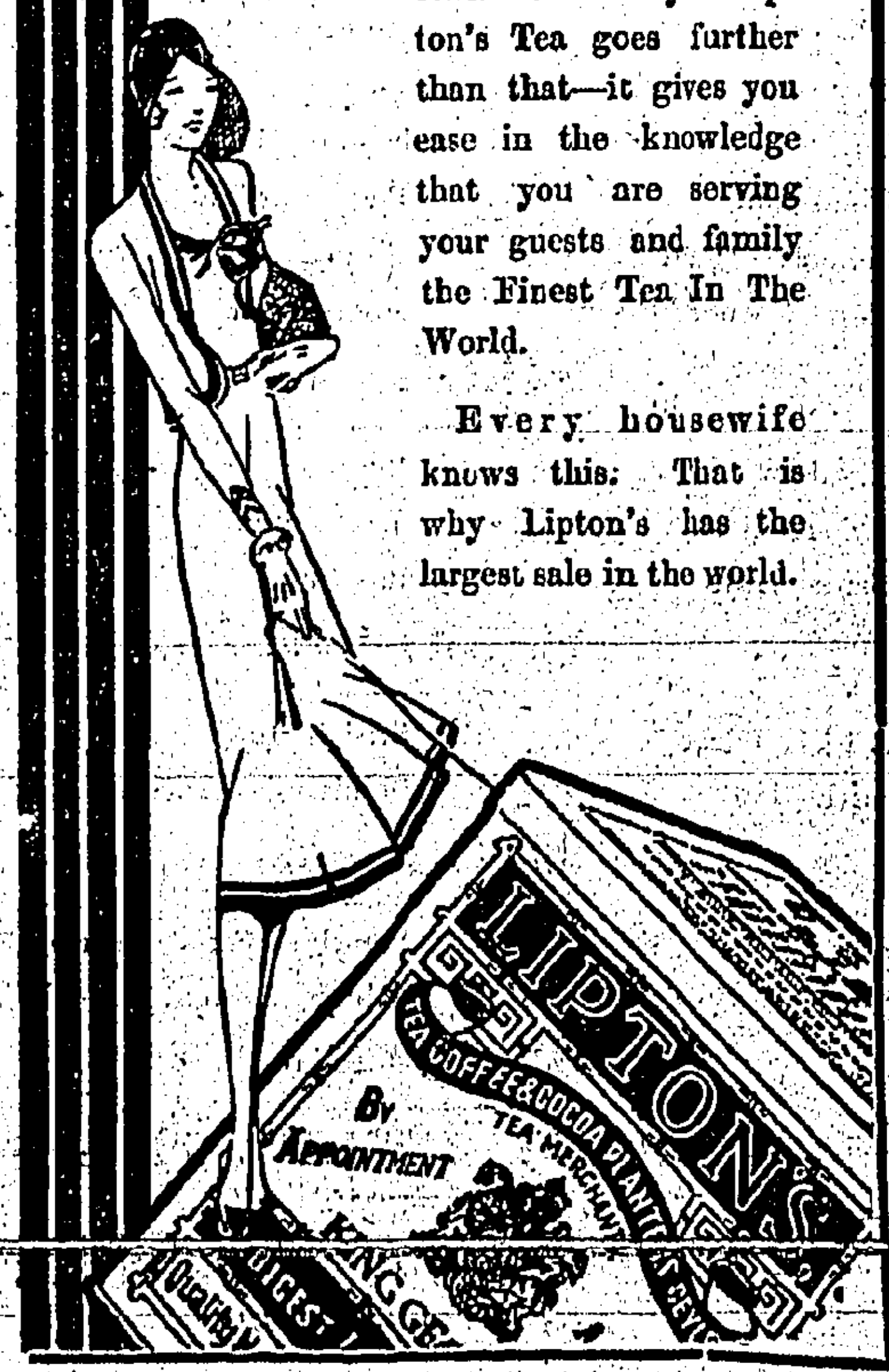
MR68—RIO RITA SELECTION WITH VOCAL CHORUS.

The Anderson Music Co., Ltd.

For your
home.

Tea is as important as salt, sugar or any other commodity. Lipton's Tea goes further than that—it gives you ease in the knowledge that you are serving your guests and family the Finest Tea In The World.

Every housewife knows this: That is why Lipton's has the largest sale in the world.



NEW ADVERTISEMENTS

PENINSULA HOTEL.

HONG KONG AUTOMOBILE
ASSOCIATION BALL.
FRIDAY, 12th DECEMBER, 1930.

THE GRILL ROOM and ROOF
GARDEN have been reserved
for the above Occasion, the Management
beg to inform their Patrons that there
will be—

NO DINNER DANCE
ON THE ABOVE DATE.

THE HONG KONG & SHANGHAI
HOTELS, LTD.

LAND FOR IMMEDIATE SALE.

VACANT LAND at East Point
consisting of R.P. of 1/10th 740
and R.P. 1/10th 761, having Areas
of 4,750 and 10,947 Square Feet
respectively. The Lots are Very
Suitable for CHINESE FLATS and
are Situated Close to the MAIN ROAD.

For further particulars apply
Property Office,
JARDINE, MATHESON & Co., Ltd.,
Joint Liquidators,
CHINA SUGAR REFINING
Co., Ltd.
(In Liquidation). [10303]

THE HONG KONG JOCKEY CLUB.

THE TWELFTH EXTRA RACE
MEETING will be held (Weather
Permitting) at HAPPY VALLEY on
SATURDAY, 6th DECEMBER, 1930,
commencing at 1.30 P.M.
The First Ball will be rung at
P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and
their Ladies must wear their Badges
prominently displayed.
No One without a Badge will be
admitted to the Members' Enclosure.
Badges admitting Non-Members to
the Members' Enclosure and Club
Rooms at \$2.00 for Gentlemen
and \$2.00 for Ladies, are ob-
tainable through the SECRETARY
upon Introduction by a Member, such
Member to be responsible for Payment
of All Chits, &c.
Badges admitting to Members' Enclosure will not be on sale at the
Race Course.

Members can obtain, upon application
to the SECRETARY, Badges (Limited
to Two) for the Free Admission to the
Members' Enclosure of Wives, Lady
Relatives and Friends. Names must be
stated when applying.
On No Protest will Children be
permitted in either Enclosure during
the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public
Enclosure is \$1.00 for All Persons,
including Ladies, and is payable at
the Gate.

Soldiers and Sailors in Uniform are
admitted Half Price.
Bookmakers, Tio Tio Men, etc.,
will not be permitted to operate with-
in the Limits of the Hong Kong
Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

[10199]

THE CHOICE OF
THE CONNOISSEUR!

SCOTCH WHISKY WHICH

SEEMS TO HAVE CAPTURED

THE SUNSHINE OF THE
BARLEY. . . . THE TANG

OF THE PEAT SMOKE. . . .

THE MELLOWNESS OF GREAT

AGE. . . . WHISKY

WITH A FRAGRANT BOUQUET,

A GRACIOUS MELLOWNESS, AND

A GENUINE FLAVOUR THAT

WARMS THE HEART—SUCH

IS DEWAR'S, A RARE

OLD SCOTCH WHISKY.

DEWAR'S

"WHITE LABEL"

AGED IN THE WOOD AND BOT-

TLED IN SCOTLAND, THE

UNVARYING QUALITY OF

DEWAR'S LEAVES NOTHING TO

BE DESIRED.

SOLE AGENTS:

A. S. WATSON & Co.,
LIMITED.

-Established 1841.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and
ENTRY FORMS for the
THIRTEENTH EXTRA RACE
MEETING to be held on SATURDAY,
13th DECEMBER, 1930 (Weather
Permitting) may be obtained at the
RACE COURSE, HONG KONG CLUB and
CLUBWAY BAR, etc.
ENTRANCE CLOSE at 12 O'CLOCK NOON
on MONDAY, 8th DECEMBER, 1930.
[10202]

WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 5 p.m.,
stated:—

The anti-cyclone remains central
to the North of the Yangtze Valley
and has increased in intensity.
Strong monsoon will continue along
the S.E. coast of China and over
the North China Sea.

Local Forecast:—N.E. winds,
strong to fresh; overcast at first;
improving later.

BIRTH.

WARD.—On November 27, at Shang-
hai, to Mr. and Mrs. A. KENDAL
WARD, a son, CLIFFORD KENDAL.

DEATHS.

GUEDES.—On November 25, at
Shanghai, ERNESTINA MARIA
GUEDES, aged 65. Widow of the
late J. M. GUEDES.

SENNA.—On November 25, at Shang-
hai, VICENTE FERREIR DE SENNA,
aged 67 years. Deceased loved
husband of ORDINA DE SENNA.

Editorial and Business Offices: 11,
Ice House Street. Tel. 30251.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street,
E.C. 4.

The Daily Press.

HONG KONG, DECEMBER 3, 1930.

WHY PIRACY CONTINUES.

EVERYONE, including the President
of the Marine Court, felt sorry for
Captain PEDERSEN, the master of the
Hirundo, who was fined \$25 on
Monday for a breach of a harbour
regulation designed to reduce the
risk of piracy. The pirating of the
Hirundo is still fresh in the
memory, and to fine Captain PEDER-
sen had a flavour of adding insult
to injury. The piracy was carried
out in no gentle manner, and the
presence of Mrs. PEDERSEN in the
ship during this terrible experience
cannot but have added gravely to
the captain's anxiety. The story
told in Court has been heard often
enough with slight variations by the
Harbour Master sitting as Marine
Magistrate. The Captain did not
know how many passengers he had on
board when he left Hong Kong. He
thought there were only eight, but
actually there were nineteen. The
compradore had taken on the others
without letting the master know.
The dual control of compradore and
master is an old trouble on the
China Coast. The compradore over-
loads the ship, or takes on too
many passengers, and the master
has to bear the responsibility. In
theory it is easy to say that the
captain should see to these things
himself. The obstacles are well
known, and the matter might be
again considered by the China Coast
Officers' Guild.

The Guild is protesting against
what its secretary, Captain LAUN-
SON, describes as an attempt to
reinforce the 1927 regulations which
threw the onus of preventing
pirates coming on board a ship on
the master, instead of on the police.
There appears to be good ground
for the Guild's attitude. Under the
new regulations responsibility is
again divided. At the present time
if more than twelve passengers are
leaving in a coastal steamer the
police search the vessel for
suspicious characters and weapons.
That duty should not be taken from
the police, or their responsibility
lightened. If the police have pat-
rolled a ship as clear of pirates it is
illogical to hold the captain to
blame if a gang be on board. If he
has omitted reasonable precautions,
or been inattentive to warning
signals that is a different matter, but
the police are the proper authority
to search incoming passengers and
their baggage.

There is an awkward suspicion
that much more could be done to
prevent piracy. We have already
referred in this column to the
need for acquiring all vessels,
merchant and naval, when a pirate

gang is known to be at large. The
precautions taken are, naturally, a
secret, but the results are not fully
satisfactory. When the Haiching
was pirated one of the junior
officers said that he had never
handled a revolver before he took
part in that most gallant fight.
China coast officers, both deck and
engineers, ought to be trained, and
rigorously trained, in the use of
firearms. For a time British
soldiers were employed as guards
and their presence had a salutary
effect. That was when Major
General LUARD was at Headquarters
House. The official view was then
held that this duty gave a number
of men a healthy and pleasant
variation in their routine work. It
is a pity that the arrangement, for
one reason or another, has lapsed.
The Canton Government appears to
be taking special measures to close
Hsia Bay to pirate gangs, and it is
the clear duty both of the British
authorities and the shipping com-
panies to do everything in their
power to further a decisive and
final campaign against this stand-
ing disgrace of piracy in the China
Sea.

NOWHERE TO GO.

A CONTEMPORARY in a recent leading
article on the suggested Kowloon-
Canton road complains that "Week-
ends designed for recreation and
rest often yield no benefit. . . .
The explanation is the old one—
nowhere to go." We venture to
suggest that the actual explanation
is lack of imagination to look beyond
the beaten track, and no enterprise
to go and see what lies there. It
is true that the Colony has few
motor roads and that they "lead
nowhere," but from them the ex-
plorer may branch off on foot into
places as unusual and attractive
as anyone can wish. From the main
road round the Territories it is
possible for the average walker to
reach in an afternoon a Buddhist
monastery on Castle Peak, or a
monastery on the slopes of Tai
Mo Shan, at either of which
one will be received most cordial-
ly, provided with refreshments,
and invited to examine the
shrines and gardens. From the
same road one may turn aside for
half an hour into medieval China,
inspecting Kung Tin with its moated
walls and ancient towers. A walk
of two hours from the Sha Tau Kok
road takes the traveller to "Paddy
May's" Waterfall, and the Bride's
Pool, where the meeting of five
valleys with their rushing streams
and falls is comparable to the En-
glish dale country. The most beau-
tiful and least known places of the
eastern part of the Territories
may easily be reached on foot, and
by Chinese ferries. The general
opinion, is, moreover, that cars
may safely be left in almost any
part of the Territories. It is not
to live in Hong Kong, but to live
here without seeing Hong Kong
that is the unfortunate thing.

The Slump in U.S.A.

When Lord Derby came back from
his last visit to the United States
he said privately that one of the
most powerful and far-seeing
American financiers had told him
it would be four years before Wall
Street would recover fully from the
slump. That seemed a pessimistic
forecast, especially when it was
learned that Mr. Hoover was en-
thusiastically calling for the services
and the guidance of the leading bankers
and the greatest organisers in
industry. A well-known English
broker also said: "In America there
has been too much propaganda talk
of a quick recovery, and feverish
effort to keep the prices of stocks
high. In this country the tendency
has been to conserve resources until
the most cautious feel that the worst
of the slump has passed."

No London Skyscrapers.

London will not become a city
of skyscrapers, if the London Coun-
ty Council experts maintain their
views. The Building Acts Com-
mittee have been considering the
question of extending the regula-
tions regarding height of buildings
in their area, and they say: "We
are now advised that smoke pumps
pumping through their own bores
can deal with fire effectively only
up to a height of 80 feet, and give
modified protection from 80 to 100
feet. . . . The Fire Brigade Com-
mittee" it is added, "have expressed
the view that the maximum height of
buildings should be limited to 100
feet is the maximum which should
be permitted in respect of any
building in London."

★ News and Views ★

Mr. Wilson Pope is retiring from
the Editorship of the Star, to which
he was appointed in 1920. He will,
however, still contribute to the
columns of the Star from time to
time. His associations with the
paper date back to 38 years ago,
and he was for 15 years its News
Editor. Among the features he in-
spired was the "Asterisks" corner.

Losing Their Chances!

"Mostly jolly good beer," is the
verdict of the judges at the Brewer's
Exhibition at the Royal Agricultural
Hall, Islington, who have tested
9,600 gallons of draught beer and
7,000 samples of bottled beer without
losing their sobriety. But they do
not drink the beer. They take a
thimbleful, roll it round their
palates, but do not swallow it. The
judges eat olives and a little cheese
alternately, after samples.

Costly "Goodness."

Five thousand people will have
no entertainment at a Sunday at
Dover because the Dover Council
has refused to renew the Sunday
licences of the cinemas. Three
shows will lose from £200 to £250
per week each as a result, and
thirty-five ushers, porters, and com-
missionaires, and fourteen musi-
cians will be thrown out of employ-
ment. The people are angry with
the council. They point out that
already Dover's unemployment is
much heavier than it was at this
time last year, and that the refusal
to license the Sunday entertainment
will keep visitors from Dover, and
so aggravate the position.

Marlborough House.

Three years have passed since
Marlborough House was swept and
garlanded for the Prince of Wales
wedding, and yet it still remains
untenanted. The Prince is unwill-
ing to leave his pleasant bachelor
quarters for the more pompous and
expensive dwelling across the way.
It is now rumoured that the
Government are considering a
"Marlborough House Development
Scheme." This gives rise to a cer-
tain apprehension. True it is that
the original Wren design was ruined
by the addition of a top storey,
and that the building is no longer
as lovely as it was. But Wren is
always Wren, and if the Govern-
ment are to turn the house into a
museum or a hotel for Dominion
Prime Ministers one hopes that they
will restore it to the original de-
sign. King Edward, as Prince of
Wales, held considerable state at
Marlborough House, but much of
his entertaining had to be done to
supplement the very quiet confort
of the Court during Queen Vic-
toria's later years. With a Court as
brilliant and as full of that of to-
day the same burden does not fall
on the Hair Apparent, and Marl-
borough House is much too big for
a bachelor of simple tastes.

The Common Cold.

There is something after all in
American thoroughness. For hav-
ing discovered that as much as
£400,000,000 are sacrificed in one
year owing to the ravages of the
common cold, they have devoted 1
per cent. of that sum to tracing that
insidious virus to its den. Dr.
Pfeiffer, of the University of Mary-
land, has already isolated the micro-
coccus coryza. But Dr. Pfeiffer
does not appear to be over con-
fident that coryza is the one and
only germ that gives one a cold.
There may be others. Meanwhile
the undergraduates of Ithaca (New
York) are forced to have ultra-
violet baths once a week. It seems
that this treatment at Ithaca (New
York) produces a miraculous result.

"Hotel Divorce."

During the hearing of a case
in the London Divorce Court, a
solicitor stated that the greatest
difficulty had been experienced in
obtaining evidence from a London
hotel concerning alleged misconduct.
Mr. Justice Bateson said that it
was monstrous that people should
refuse to assist in the adminis-
tration of justice. When the assistant
manager of the hotel went into the
witness-box, Mr. Justice Bateson
asked: "Do you realise that, by
refusing to give information, you
are advertising the fact that any-
one wanting to commit misconduct
should come to your hotel because
no information is given? Do you
want to encourage people to commit
misconduct at your hotel?" Wit-
ness: No. The judge added that if
all the hotel staff were subpoenaed,
as could be done, to give evidence in
the same case, it would prove awk-
ward for the carrying on of the
hotel business.

Victoria—a Symbol.

There is one phrase in Mr.
Buckle's new volume of Queen
Victoria's letters which deserves to
live as a symbol of her whole career.
She is recording her impressions of
the Jubilee services of 1897. "I sat
alone," she writes, "where I sat
49 years ago and received the
homage of the Prince and Peers."
Amazing, and not unjustified, was
her sense of her own importance.
It had nothing to do with vanity,
nothing to do with conceit, little
even to do with pride. It was a
sense of mission. It is this abiding
conviction which gives her charac-
ter an element of central mag-
nificence. Mr. Buckle has been right
not to omit from his collection those
passages which display her personal
prejudices, such as that against Bis-
mark and Prince Ferdinand of
Coburg. There was always the
touch of a matriarch about Queen
Victoria, and her mastery of foreign
affairs was largely due to the fact
that by the end of the century they
had become family affairs.

★ Local Notes and Events ★

A report has been made to the
Police by Mr. Arnold of 13, Bowen
Road, to the effect that some time
between November 18 and November
30 a gold watch valued at £8 was
stolen from his dressing table.

A fatal accident occurred at the
15th milestone, near Fanling, on
Monday, when a woman, apparently
unable to cross the railway in time,
was knocked down and killed by a
train coming from Sumchun to Kow-
loon.

Among the passengers who returned
yesterday by R.M.S. Empress of
Asia were the following:—Mr. and
Mrs. A. M. Bowes-Smith, Mr. O.
Bulmer Johnson, Mr. R. E. Lefevre,
Mr. M. J. Quist, Mr. M. K. Ho,
Mr. O. Osborne, Mr. and Mrs. S.
A. Seth and Mr. M. M. Maas.

According to a Police report,
some person gained admission to
the third floor of 31, Reclamation
Street, sometime after 4 p.m. on
Monday by breaking the lock on
the door, and stole a box containing
jewellery to the value of \$40; the
property of Chung Li Kiu, the
female occupant of the premises.

For stealing two pots of palms
from the garden of Dr. S. F. Lee, of
7, Tramway Path, a Chinese was
sentenced to six months' hard
labour by Mr. Williams at the Cen-
tral Magistracy yesterday. It was
stated that several pots of flowers
had been stolen from the garden
previously.

At the Kowloon Magistracy yes-
terday, a Chinese was charged
with having obtained money by
false pretences from various fruit
hawkers in Shanghai Street. It
was alleged that he collected 48
cents by representing himself as
having been sent by P.C. Young
Chit, evidence was given by P.C.
Young Chit, who deposed that he had
allowed the defendant to use his
name. The case was adjourned.

For the 24 hours ended December
1, there were two deaths (Chinese)
from typhoid fever, and for the week
ended November 27 there were two
cases of diphtheria, seven cases
(two deaths) of enteric fever, one
case of paratyphoid fever, two cases
(two deaths) of cerebro-spinal fever
and two deaths from influenza.

Before Mr. H. R. Butters at
the Kowloon Magistracy yesterday,
Mr. B. Standahl, a shipping agent
residing at No. 2, Hankow Road,
was charged with being drunk and
incapable. It was stated that the
defendant was in a helpless state
in Salisbury Road in the early hours
of the morning. Defendant failed
to appear in Court and his bail of
\$5 was exonerated.

Charles William Slaughter, a
native of Plymouth, was charged
before Mr. Williams at the Central
Magistracy yesterday with being a
vagrant. It was stated that the
Slaughter came from North China
about four weeks ago and on Mon-
day gave himself up to the Police
as being sick and destitute. The
defendant admitted being a vagrant
and stated that he had no means
of support. He was ordered to be
kept in the House of Detention
where, his Worship said, he would
be well cared for.

Acting Sub-Inspector Cunn-
ingham, officer in charge of Aberdeen
Police Station, appeared as com-
plainant at the Central Magistracy
yesterday in a case in which a
Chinese youth named Kwok Hai
Man was charged with dangerous
driving on the main road at Aber-
deen on Saturday. Inspector Cun-
ningham stated that on the morning
in the question he was walking along
the road when the defendant dash-
ed past him at a speed which he
estimated at 35 miles an hour. He
shouted and blew his whistle, but
the defendant did not stop. De-
fendant was fined \$15.

The Modern Choirboy!

Thrillers for the choirboy to read
during sermon time is the latest in-
novation at an Oxford church. The
vicar of St. Michael's, Oxford, has
realised that boys cannot be expect-
ed to sit quietly for long when they
can have no interest in sermons, so
he has provided books for his choir-
boys. "The books I have provided
are of the type in which boys de-
light," he said. "They will help
and inspire more than the half-
understood phrases of a 'grown-up'
sermon."—It may be added that in
St. John's Cathedral the choir boys
leave at evensong before the sermon.

Scottish Dialects.

The Scottish National Dictionary,
a work which is being compiled as
a voluntary effort by a non-profit-
making association under the
editorship of Mr. William Grant,
will make its initial appearance at
an early date, when part of volume
one will be published. Volume one
will deal with the lowland lan-
guage of Scotland and its dialects,
and will comprise of at
least ten volumes, each of about
280 pages, and will deal fully with
all Scottish words in existence after
1700, while giving a brief summary
of the meanings of each word in
use prior to that period.

The "L.G." of Long Ago.

The little exhibition of relics of
the militant suffrage movement in
Victoria-street, London, is drawing
reminiscent matrons and wondering
girls. The seniors exchange news of
old campaigners across the moving
odds and ends of prison-gear the
girls are appalled to discover from
the printed regulations that when
their mothers and aunts went to
gaol for a week bread and cruel
was their only fare. The youthful
appearances of the politicians shown
in some of the photographs of in-
cidents in the campaign is sur-
prising. Though their clothes are
almost unbelievably odd, some of
the women look much the same age
as they do now, but the dark-haired
Mr. Lloyd-George and the grinning
Mr. Churchill are strikingly dif-
ferent from their present selves.

"The Butcher of Cuba."

There was a time when the name
of Captain General Weyler, "the
Butcher of Cuba," was on the lips
of every Liberal from San Fran-
cisco to Vladivostok, and in effect
his system of concentration camps
in Cuba so inflamed American
opinion as to lead to the Spanish-
American War. Thereafter the
Captain General lived in angered
resentment, but not exactly in ob-
scure. He retained his office as
Captain General, and was a thorn
in the side of successive Spanish
Administrations. And now, at the
age of 92, he is dead. General
Weyler was one of the most and
driest generals ever seen. He
looked like a non-commissioned
officer in a Foreign Legion. He
stumped about in a soiled uniform
with all his badges and buttons
missing, with only the red sash of
his office proclaiming who he was.

Looking Back 25 Years.

Fuji-Ko, a Japanese actress, made
her appearance at the Oxford Music
Hall, London, on October 21, in a
dramatic sketch entitled "Heart of
Gold." The occasion was remark-
able as being the first appearance
of a Japanese actress performing
in the English language. The story
of the sketch concerns a Japanese
girl, who makes her way into the
Russian lines, and pleads for her
Japanese lover, a standard bearer,
who has been made prisoner. She
tries to arrange his escape after a
delightfully acted flirtation with
two Russian officers, but the
Japanese lover proves too patriotic,
and just as the girl is about to
commit hara-kiri the Russian officers
rush in announcing peace, and she
is rewarded with the captured flag
of the Rising Sun.—Hong Kong
Daily Press, December 3, 1905.

Looking Back 50 Years.

Cattle give trouble elsewhere as
well as in Hong Kong. We learn
that on Tuesday morning last a cow
escaped from the cattle lan in the
new city, Canton, and rushed down
the street, assailing all pedestrians
it came in contact with. Two shop-
men were gored to death, and three
other persons seriously injured by
the infuriated beast.—Hong Kong
Daily Press, December 3, 1930.

Annuals. The Children Love.

Play Box	Holiday
Playtime	Puck
Tiger Tim	School Girls' Own
Champion	Picture Show
School Friend	Hobby
New Nature Book	Modern Boy
\$6.00 each	
Rainbow	Bubbles
Chicks Own	Mrs. Hippo
Bruin Boys	Bo Peep
\$3.50 each	
British Girls	British Boys
Little Folks	Children's Annual
\$5.00 each	
Tiny Tots	Popular Girls' Stories
Popular Boys' Stories	Golden Annual
\$2.50 each	

AND MANY OTHER TITLES

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(Incorporated in Hong Kong)

**REDS OCCUPY
CHANGTEH.****GOVERNMENT TROOPS
DEFEATED.**

[THROUGH REUTER'S AGENCY.]

HANKOW, Dec. 2.
It is learned that the Communists have occupied Changteh after defeating the Government troops ten miles outside the city. All the Japanese were evacuated before the entry of the Reds. It is believed that the other foreigners got away at the same time.

**BRITAIN'S SHARE OF
CHINA INDEMNITY.****BILL TO BE INTRODUCED IN
HOUSE OF COMMONS.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
In the House of Commons today, replying to Mr. George Oliver, Mr. Philip Snowden said that the Government hopes to be able to introduce a Bill in respect of the British share of the China indemnity of 1901 as soon as State and public business permits.

CEYLON'S NEW GOVERNOR.**SIR GRAEME THOMSON
APPOINTED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
Sir Graeme Thomson, G.C.M.B. Governor and Commander of Nigeria since 1925, has been appointed Governor of Ceylon in succession to Sir Herbert Stanley, who succeeded the Earl of Athlone as High Commissioner of South Africa in April, 1931.

[Sir Graeme Thomson is 55, and was educated at Winchester School and New College, Oxford. He entered the Admiralty in 1900, and was called to the Bar in 1920. In 1914 he was made Director of Transport, and from 1917-19 Director of Shipping. Following the Armistice he went to Ceylon as Colonial Secretary 1919-22 and administered the Government of Ceylon from March to September in 1920. In 1922 he was appointed Governor of British Guiana, an appointment which he relinquished in 1925 to take up his present post in Nigeria.]

R.101 INQUIRY.**SITTINGS RESUME TO-DAY.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 2.
The inquiry into the loss of the R.101 will resume sittings to-morrow.
The inquiry was adjourned for further calculations and experiments to be made with a view to ascertaining more clearly the cause of the disaster.
As a result of the work done in the interval, some further facts will be established, and experts will express their views based upon them.
Further sittings of the Court are not expected to extend beyond this week.

**SOVIET COMMISSAR
RELIEVED.**

[THROUGH REUTER'S AGENCY.]

Moscow, Dec. 1.
The Praesidium (Central Executive Committee) of the Union of Socialist Soviet Republics has relieved M. Vassily Schmidt, Vice-President of the Council of People's Commissars (Soviet Cabinet), of his office at his own request.

CHANG'S SISTER.**BETROTHED TO CHIANG'S
BROTHER-IN-LAW.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 2.
The Evening Post learns that Chiang Kai-shek, who came to Shanghai on Saturday and returned to Nanking last evening, arranged to marry the daughter of a younger sister of Chang Hsueh-liang to Soong Tse An, brother of Madame Chiang Kai-shek.

**BRITISH FAR EAST
MISSION.****WORKING IN EARNEST AT
SHANGHAI.**

(From Our Own Correspondent.)

SHANGHAI, Dec. 2.
The British Trade Mission to the Far East commenced work in earnest by examining samples of cloth and visiting firms and other organisations.

(Wah Tse Yat Paq.)

Mission Visiting Nanking.

SHANGHAI, Dec. 2.
The British Trade Mission to the Far East has issued a declaration saying that their object in visiting China is to secure the mutual welfare of China and Britain and to promote commerce between the two countries.
The Commission will leave for Nanking to-morrow.

**BRITISH EXPORTS TO
INDIA.****BOYCOTT ON BRITISH GOODS
WEAKENING.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
In the House of Commons, replying to Commander Kenworthy, Mr. Wedgwood Benn said that the boycott of British goods was weakening throughout India generally, but was still effective in Bombay.

He said he was circulating figures showing the falling off of British exports to India, which showed during the September quarter a decline of 43.6 per cent. compared with 1929.
The decline of exports to all places abroad was 23.3 per cent.

**HIGH COMMISSIONER FOR
INDIA.****SIR B. MITRA APPOINTED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
The Government of India has selected Sir Bhupendranath Mitra, the former Finance Member of the Viceroy's Council, to succeed Sir Atul Chatterjee as High Commissioner of India in the United Kingdom.

**INDIAN ECONOMIC
QUESTIONS.****LEAGUE OF NATIONS OFFICIAL
TO VISIT INDIA.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 2.
A League of Nations communiqué announces that the Government of India have invited Sir Arthur Salter, Director of the Economic and Financial Section of the League of Nations, to visit India in order that they may consult him.
The Government's letter to the Secretary-General states they have been studying plans for the creation of some organisation for a study of economic questions. In this connection they have given attention to the organisations which have recently been established in other countries, and particularly to the work done by the League.
The Secretary-General has arranged for Sir Arthur to pay the visit, and he will leave for India towards the end of December.
While in India Sir Arthur Salter will discuss the development of India's collaboration in the work of the technical organisations of the League.

**INDIAN POLICE INSPECTOR
SHOT.****INSPECTOR GENERAL MISSES
ASSASSINS.**

[THROUGH REUTER'S AGENCY.]

CHANDPUR, Dec. 1.
Police Inspector Mukherjee was on the station awaiting the arrival of Capt. Craig, the Inspector-General of Police, Bengal, when two youths alighted from the train and fired a revolver, fatally wounding him.
Capt. Craig immediately fired, but missed the assassins, who escaped.

**SHANGHAI POLICE
SERGEANT SHOT.****MYSTERY BEING
INVESTIGATED.**

(From Our Own Correspondent.)

SHANGHAI, Dec. 2.
Probationary Sergeant Chaplin was found shot dead in an alleyway while on duty.
The deceased Sergeant formerly belonged to the Shanghai Defence Force.
The mystery is being investigated.

**UNEMPLOYED INSURANCE
ROYAL COMMISSION.****TERMS OF REFERENCE
ANNOUNCED.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 2.
The terms of reference to the Royal Commission on Unemployment Insurance will be to inquire into the provisions and working of the unemployment insurance scheme and make recommendations with regard to its future, scope of provisions which it should contain, means by which it might be made self-sustaining, and arrangements which should be made outside the scheme for the employment of those who are capable of and available for work.
The Chancellor of the Exchequer, Mr. Snowden, stated in the House of Commons that the Commission would be small and would start work almost at once.

During the debate last night, the Minister for Labour, Miss Margaret Bondfield, said the Commission would be a quick-working body, and she hoped to have an interim report by the end of March.

The Minister revealed that the changes made under the Unemployment Insurance Act this year had involved the expenditure of an additional sum of £3,000,000, having brought into being 180,000 new claimants, of whom 70,000 were married women. She put the total cost of unemployment insurance at £107,000,000 yearly, made up of £45,000,000 from contributions, £40,000,000 of borrowed money, and £22,000,000 of Exchequer grants.
A motion to increase the borrowing powers of the fund by £10,000,000 was accepted after an amendment to reduce the figure had been rejected by 274 votes to 214.

**VITAL STATISTICS OF
ENGLAND.****LOWEST MORTALITY EVER
RECORDED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
The fact that more babies, fewer deaths, and the lowest infantile mortality ever recorded are responsible for a 7,000 increase in the population in England and Wales, is a feature of the Registrar-General's report for the three months ended on September 30.
Deaths were 340 less and live births 1,891 more than during the same period of last year, while infantile mortality at 45 per 1,000 was 14, 1,000 below the average for a decade.
"France Threatened with Death."

PARIS, Dec. 1.
"France threatened with Death," is a newspaper heading of an article giving the vital statistics for France, showing that for the first time since 1911 deaths exceeded births by 12,554, a fall in the natural population occurring practically in all provinces except Normandy, Brittany, and a few Northern departments, and Alsace Lorraine.

U.S.S. PITTSBURG.**ANGLO-FRENCH
COMPLIMENT.**

(From Our Own Correspondent.)

SHANGHAI, Dec. 2.
When the American flagship Pittsburgh steamed out on her voyage home for "scraping," the British cruiser Cumberland and the French warship Waldeck-Rousseau paid a graceful compliment by salutes of cheers, the dipping of flags, and the whistling of sirens as a parting salute.

**POLITICAL CRISIS IN
NEW SOUTH WALES.****ABOLITION OF LEGISLA-
TIVE COUNCIL.**

[THROUGH REUTER'S AGENCY.]

SYDNEY, Dec. 2.
A constitutional crisis has arisen over the New South Wales Labour Government's "mandate" from the recent elections to abolish the Legislative Council.
Premier Lang had been reported to have obtained an undertaking from Sir Philip Game to appoint sufficient members to the Council to facilitate the passage of the necessary legislation, but when the Premier presented his list of names the Governor refused his approval. The future developments are uncertain.

MRS. KEITH MILLER SAFE.**AIRWOMAN LANDS ON
LONELY ISLAND.**

[REUTER'S AMERICAN SERVICE.]

NASSAU (Bahamas), Dec. 1.
It is learned that Mrs. Keith Miller, the first woman to fly from Britain to Australia, is safe.
Apparently she had a forced landing on Friday during a gale on the small and lonely island of Andros, in the Bahamas group.
[An earlier telegram stated it was feared that Mrs. Miller had been drowned in the Gulf of Florida. She started to fly from Havana to Miami on Friday morning without wireless or instruments, for "blind" flying. Four aeroplanes went out in search of her.]

**Mrs. Miller's Trans-Continental
Record Broken.**

BURBANK, Dec. 1.
Representing the California Society of Women, Miss Ruth Nicholson, of Rye, New York, has beaten by eight hours 44 minutes the women's "Trans-Continental" flight record, hitherto held by Mrs. Keith Miller.
Miss Nicholson landed here from New York after a flight of 18 hours 50 minutes.

SAIGON-PARIS FLIGHT.**GOVERNOR-GEN. OF INDO-
CHINA A PASSENGER.**

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 1.
As a sign that the Paris to Saigon air route is now a practical reality, the airmen Goulette and Lalouette are bringing home the Governor-General of Indo-China, who has cancelled his passage on the Messageries Maritimes liner in order to save three weeks on the journey.

**SPANISH CONSPIRACY
TRIAL.****FOUR CONSPIRATORS
SENTENCED.**

[THROUGH REUTER'S AGENCY.]

MADRID, Dec. 1.
The trial of the persons charged with conspiracy against the King and Primo de Rivera in 1926 has resulted in four persons being sentenced to eight years' imprisonment for attempting to assassinate the head of the Government, and one accomplice to a month's imprisonment.
The other was acquitted.

**RELEASED IRISH
PRIESTS.****FATHERS LAFFAN AND
LINEHAM AT HANKOW.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Dec. 1.
Father Laffan and Father Lineham are on board the British gunboat Mantle en route to Hankow.
Both missionaries are moderately fit in health considering the length of their captivity.

HANKOW, Dec. 2.
Father Laffan and Father Lineham, who were reported yesterday to have been released yesterday, were on board a British gunboat on the Upper Yangtze, arrived here last evening.
Both missionaries, who are in very poor health and are suffering from dysentery, have entered hospital.

**BRITAIN'S COAL
CRISIS.****SCOTTISH STOPPAGE
SETTLEMENT AWAITED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
The Scottish miners' executive has called a delegate conference at Glasgow for to-morrow to consider the executive's report of their meeting with the coal owners to-day, and to decide on the next step.
Meanwhile, the executive recommends the men to stand firm.

"Reds" Prevail at Glasgow.

The Coal Conciliation Board at Glasgow adjourned this afternoon without reaching a settlement, and the Communists prevailed.

Pits in Wales Idles.

Fifty per cent. of the colliers at Lewis Merthyr pits, Trehafod, did not work to-day.

This is a sequel to the Communists storming the platform at a meeting last night, after the meeting had decided to accept the recommendation of the Miners' Federation Conference.

Relief Measures for the Poor?

LATER.
The Secretary for Mines, Mr. E. Shinwell, questioned in the House of Commons, said that practically all the pits in England and Wales were working to-day, whilst 18 per cent. of the miners in Scotland were working.
Miss Joan Lee (Labour left-winger) asked what the Government were doing to relieve the hunger in the Scottish coalfields.
Mr. Shinwell replied that it was not unlikely that the Conciliation Board in Scotland would reach a settlement to-day.

Miss Lee demanded a more definite indication of the relief measures, "in view of the fact that we are subsidising opium."

The Speaker then intervened. Miss Lee's reference to opium followed the previous questioning of the Government, to which Mr. Lees-Smith replied that grants totalling £20,000 yearly could be paid to the new Covent Garden Opera Syndicate, of which £25,000 would be provided by the British Broadcasting Corporation, and £5,000 by private subscription. There would be 200 performances yearly.

Scottish Stoppage May End To-day.

The confidence expressed by the Secretary for Mines, Mr. Shinwell, that the stoppage in the Scottish coalfield will be ended to-day is shared by the leading officials of the Miners' Federation.

A full delegate conference of the National Union of Scottish Mine Workers is being held at Glasgow, when an offer for a temporary settlement made by the owners' representatives at yesterday's meeting of the Conciliation Board will presumably be considered, and the whole question of granting the required authority for the men to work on the "spread-over" terms will be reconsidered.

**EGYPTIAN TARIFF
INCREASE.****DESIGNED TO ENCOURAGE
LOCAL INDUSTRIES.**

[THROUGH REUTER'S AGENCY.]

CAIRO, Dec. 1.
In order to encourage local industries the Government is increasing tariffs per 100 kilos of rice from 20 to 30 piastres, macaroni from 60 to 120, pasta from 24 to 35, and apples from 15 to 24 piastres.

**LADY MISSIONARIES
SAFE.****EARLY RETURN TO PEIPING
EXPECTED.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Dec. 2.
Captain Stables (British), who formed one of the party headed by Mr. Findlay Andrew, of the China Inland Mission, which set out to attempt the rescue of Miss Hayward and Miss Gomersall, who were detained by bandits at Paotouche, has wired that both ladies are safe in a Mongol hill camp 30 miles from Paotouche.

Captain Stables, Mr. Oberg, a Swedish missionary, and Chinese assistants, who were on the way to Paotouche to-day, are expected to report the ladies to Paotouche.

INDIAN ROUND-TABLE CONFERENCE.**BURMA'S SEPARATION FROM INDIA DISCUSSED.****NATIONAL STATUS IN JEOPARDY.**

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 1.
The Indian Round Table Conference meeting in committee approved the principle of the separation of Burma from India, and appointed a special committee to consider the conditions which would enable Burma to be separated from India on equitable terms, and to recommend the best way of securing this end.

[BRITISH WIRELESS SERVICE.]

What Burma Wants.

RUGBY, Dec. 1.
The Round Table Conference to-day decided that a special Committee be set up "To consider the nature of the conditions which would enable Burma to be separated from India on equitable terms and to recommend the best way of securing this end."

This important decision was reached after the Burmese viewpoint had been placed before the conference by Mr. U. Ba Pe. He said that the wishes of the people of Burma were that their country be separated from India. They felt that as a part of the Indian Empire their national status was liable to disappear. They desired the fullest measure of self-government on an equal footing with the other self-governing Dominions and, of course, under the same Crown.

On the whole the people of Burma were satisfied that Burma should be separated from India without any further delay providing for minorities safeguards either in the constitution itself or in the instructions to the Governor, whichever may be found best to meet the case, and also making reasonable financial adjustments as between India and Burma and having a Trade Convention between the two countries.

He considered that Burma should have a constitution, if possible, at the same time as India, and he thought it would be best to have another conference in London to which would be invited a representative from each of the various parties and interests in Burma, some 15 to 20 in all, who would sit here as the present conference sat with representatives of the British Government. That would economise time, avoid trouble, and be more conducive to the peaceful working out of a constitution for Burma.

Will of Burmese the Determining Factor.

During the discussion Dr. Chintamani, the British India delegate, expressed the view that the will of the people of Burma should be the determining factor, but he did not think there was a unanimous desire for separation from India. The position of Indians in Burma would require careful consideration.

Lord Reading said that there seemed a consensus of opinion favouring the separation of Burma from India. There were many questions, such as finance, defence and minorities, which would not be settled by a committee of the conference, but only by a special body set up for that purpose. The Committee should consider only the main principles.

The Maharajah of Alwar expressed full sympathy with the Burmese request for separation, and Lord Peel said that when recently in Burma he found a strong and widespread desire for separation.

from the India Empire. He also thought that after they had dealt with the subject as far as possible the conference might assemble in London to work out the general lines of the future Burmese constitution.
The Prime Minister, as Chairman, interpreted the desire of the conference as for a committee which should not attempt to draft a constitution for the new Burma, but which should take note of certain conditions which had to be met in the process of separation. It should further recommend how the process might be best carried out, whether by a committee, a commission, or anything else. If the proposed terms of reference given above, to which there was general assent.

Examination of Heads of Subjects.

The Conference in committee continued the examination of the heads of subjects as drawn up by Lord Sankey. Four of these heads, namely, the component elements of federation, the type of federal legislature, and the number of Chambers, its constitution, its powers, of federal legislature, and the construction, character, powers, and responsibilities of the federal executive, were referred to the federal structure sub-committee. The powers of provincial legislatures and the constitution, character, powers, and responsibilities of the provincial executive were referred to a second sub-committee.

The third sub-committee was given the task of considering the provision to be made to secure the willing co-operation of minorities and special interests. Headings dealing with membership of the federal legislature and the method whereby representatives from British India and the India states are to be chosen were held over, since the action on these matters is in a measure dependent on the work done on questions before the federal structure sub-committee.

Questions relating to defence forces, to the Supreme Court and its jurisdiction, and the relations of the Federal and Provincial executives to the Crown were also left over until the sub-committee reported on their special subjects.

The business committee meets to-morrow to appoint the members of the sub-committees. These will have a membership of not more than 20 each, but arrangements have been made whereby the view of any minority is assured of a hearing. The delegations will submit to the business committee the names they desire to have on the sub-committees.

Situation in India Reviewed.

In its weekly appreciation of the situation the Government of India recorded a continuance of improvement throughout the country. The Round Table Conference proceedings are continuing to attract great attention and the developments so far are generally regarded as hopeful. The presentation of India aspirations by the Indian delegation is much appreciated and in many quarters there is a recognition of the sympathetic trend of British opinion. The disposition to explore the various avenues of approach to the general problem is more in evidence, but there is a natural reluctance to express even qualified approval of any particular scheme until details are disclosed and implications can be fully comprehended.

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NUISANCE CAN BE ABATED**

**GAS COKE — THE SMOKELESS
FUEL — IS ENTIRELY EFFICIENT
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IS CHEAPER!**

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TO-DAY'S COKE Price \$15 to \$17 Per Ton

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HONG KONG & CHINA GAS CO., LTD

WEST POINT.

TELEPHONE 20000.

Sports News

TWELFTH "EXTRA" RACE MEETING.

CLASSIFICATION AND HANDICAPS.

APOLLO TO RACE AGAIN.

The entries for the twelfth "Extra" Race Meeting, together with the handicaps are as follows:—

Middlesex Handicap "A" Class.

Seven Furlongs.

Piccolilli	140
Zorhan	140
Winsome Stag	140
Windsor Stag	140
San Francisco	140
Mike	140
Maestri Hall	140
Apollon	140
Chasapoko Bay	140
Sitting Bull	140
Hiawatha	140
Elliot Bay	140
Pride of Tsingtau	140
Nationalist II	140
King's Colour	140
Boxing Eve	140
Christmas Chimes	140
Royal Flush	140

Middlesex Handicap "B" Class.

Seven Furlongs.

Pickle	148
Christmas Frolic	147
November	143
Young Pretender	142
King's Counsel	142
Crown Prince	142
Orlando	140
Marquis Hall	140
Lobster Bay	140
Fifty Fifty	143
Silver Queen	142
Peppercorn	140
Chivalrous	140
Fair Sport	140
African Eve	140
New Year's Eve	143
Misty Eve	140
One Third	140
Blue Heaven	140
Monte Carlo	140
Four Clubs	144
Blue Boy	140
O-Moon	140
Imperial Hall	141

Middlesex Handicap "C" Class.

Seven Furlongs.

Tango	148
Iron Blood	140
Reid Hall	140
Discard	140
Sonny Boy	140
Grey Dawn	140
Tonbridge	140
Piecy	140
Peter Guernsey	140
Shanghai Beau	140
Diana	140
Town Hall	140
Tarnacadam	140
Monk	140
Pegoda	140
Mount Elburz	140
Armony	140
Done Again	140
Christmas Belle	140
Good and Hot	144
City Hall	140
Cream Cracker	140

Middlesex Handicap "D" Class.

Seven Furlongs.

The Jamaica	140
Touch	147
Andantino	140
Happy Day	145
As You Like It	140
Amusement Tax	140
Pumpkin	140
Mongolian Stag	140
Grenadier	140
Noukhal	140
Thracian	140
Sunning	140
Shiny Pearl	140
Billards	140
Arabian Sea	140
Oasis	140
Pea Shop	140
Horstford	140

November Handicap: 1 1/2 Miles.

Peppercorn	140
Windsor Stag	140
Winsome Stag	140
Zorhan	140
Mike	140
President Hall	140
Chasapoko Bay	140
Sitting Bull	140
Hiawatha	140
Elliot Bay	140
Nationalist II	140
King's Colour	140
Boxing Eve	140
Christmas Chimes	140
Royal Flush	140

Surrey Handicap: First Division: 1 1/2 Miles.

Brin's Isle	140
Pickle	148
Iron Blood	140
Little Thunder	140
Christmas Frolic	140
November	143
King's Counsel	142
Crown Prince	142
The Time	140
Fifty Fifty	143
Touch	140
Piecy	140

(Continued at foot of next column.)

OLYMPIC TEAM OF FRANCE.

HOPES OF SUCCESS IN 1932.

Paris, Nov. 5.—Possessed of two world record holders at recognized distances in Jules Ladoumègue and Sera Martin besides boasting seven national track and field marks bettered during 1930, France's Olympic Committee is beginning to see the foundation of her 1932 team, destined to compete at the Los Angeles Games.

The 1930 season, aside from producing an unbeatable and record breaking Ladoumègue, saw the substantial comeback of Sera Martin, France's hope in the 800-metre at Amsterdam in 1928. Martin, though not undefeated during the past season, was twice credited with running the 800-metre in 1 minute, 53.3/5 seconds. His trainer is confident that by 1932 he will have regained the form that carried him through, with little apparent effort in 1928, to the extraordinary record he holds for the 800-metre: 1 minute, 50.3/5 seconds.

New Sprinter Does Well.

Notoriously weak in her crop of sprinters since the beginning of her athletic history, France is now following with keen interest the development of stock little Giberi Auvergne, newly crowned British 100-yard champion. Auvergne, who won the short sprint at Stamford Bridge in 0.4/5 seconds, hails from the Riviera, where he trails the year round in the sunlight. He has a victory over the crack German sprinter, Eugen Eldracher, to his credit, and is perhaps the greatest native French sprinter ever developed.

The 1930 French records broken, two of which are world records, thanks to Ladoumègue, are as follows:—

1,500 metres—3 minutes, 40.1/5 seconds. J. Ladoumègue.
1,000 metres—2 minutes, 23.3/5 seconds. J. Ladoumègue.
One Mile—4 minutes, 15.1/5 seconds. J. Ladoumègue.
Broad Jump—7 metres, 14 centimetres. Y. Barlier.
Pole Vault—3 metres, 99 centimetres. P. Ramadier.
Discus—47 metres, 92 centimetres. P. Winter.
4,400 Relay—3 minutes, 17.2/5 seconds. National team (Moulines, Levrier, Sera Martin and Feger).

INTERPORT SHOOTING AT SINGAPORE.

SHANGHAI WIN: HONG KONG LAST.

Weather conditions of a most trying description prevailed on November 23 when Singapore fired off in the annual inter-port shooting competition at the Farrer Range, Singapore.

It was an extremely hot morning, which caused a mirage, while varying light, due to clouds and the fresh breeze, did not add to Singapore's chances. The shooting, when compared with the results of the shoots, was not at all encouraging.

The full scores were: Shanghai 937; Singapore 973 and Hong Kong 945.

At 200 yards Singapore were only five points behind Shanghai's score. At 300 yards the score dropped 30, putting Singapore 31 points behind Shanghai. The team was thus left with the almost impossible task of scoring 340 points at 400 yards, or 34 per man, which left each member of the team a margin of only one point below the highest possible. Actually, the team fell short of the task by 44 points. Singapore has not won an inter-port rifle shooting competition since 1909 and the best score since then was made in 1927 when 915 was returned against Hong Kong's 940 and Shanghai's 945.

Peter Guernsey	140
Shanghai Beau	140
Peppercorn	140
Chivalrous	140
Fair Sport	140
New Year's Eve	145
African Eve	140
Misty Eve	140
O-Moon	140
One Third	140
Monte Carlo	140
Four Clubs	144
Imperial Hall	141
Blue Boy	140
City Hall	140
Country Club	140

Surrey Handicap: Second Division: 1 1/2 Miles.

The Jamaica	140
Touch	147
Andantino	140
Happy Day	145
Kiribilli	140
Duke of Milan	140
Mongolian Stag	140
Grenadier	140
Shiny Pearl	140
Arabian Sea	140
Oasis	140
Pea Shop	140

SINO-FRENCH RELATIONS.

NOTE SENT OUT BY WAICHIAOPOU.

THE FRENCH MIXED COURT.

Formal notes have been addressed by the Waichiaopou to Mr. M. Shigemitsu, the acting Japanese Minister, and M. Wilden, the French Minister, requesting them to open negotiations with the Chinese Government for the immediate and unconditional rendition of the Japanese and French Concessions in Hankow, reports a Nanking telegram to the Shanghai Chinese Press. Mr. Shigemitsu, it is said, will reply after he has received instructions from his Home Government.

Sino-French Questions.

With regard to the rendition of the French Mixed Court in Shanghai, the return of Kwang Chow Wan, and the abolition of extra-territorial privileges, enjoyed by French citizens in China, the report continues, negotiations have been going on for several days in Nanking between Dr. C. T. Wang and M. Wilden and formal negotiations will commence when the French Minister receives instructions from Paris.

Apropos of the negotiations with the French Minister, a spokesman of the Waichiaopou informed the Chinese Press that the contents of the Chinese proposal for the rendition of the French Mixed Court in Shanghai are similar to those contained in the proposal for the reorganization of the former Shanghai Provisional Court, namely, that the judicial rights of the French Concession here should be completely surrendered to the Chinese Government whilst the police rights should be partially surrendered only.

Kwang Chow Wan.

The official concerned further stated that there is now no pretext under which the French Minister can refuse to hand over Kwang Chow Wan to China because, at the Washington Conference, the French delegates formally declared that the French Government would return this territory to China as soon as Great Britain and Japan surrendered Weihaiwei and Kiaochoo, respectively. Japan and Great Britain have now carried out their promises, he concluded, and there is no reason why France should not do the same.

With reference to the rendition of the French and Japanese Concessions in Hankow, there were formerly five foreign concessions in that port, namely, British, German, Russian, French and Japanese. The German Concession was taken back when China declared war on the Central Powers, the Russian Concession likewise was taken back by the Chinese Government and the British Concession was returned as result of the Chen-O'Malley Agreement. Therefore, only the French and Japanese Concessions now remain.

M.C.C. RECOMMENDATIONS.

POINTS IN COUNTY CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 2.

The M.C.C. Committee has approved of the following recommendations in the County Championship:—15 points for a win, and 7 1/2 points for a tie. Otherwise the points are to be awarded in the same way as last season.

Appeals Against Bad Light.

The controversial question of bad light, which caused a hubbub at Leeds during the third Test match, was reviewed by the Committee, which decided that no appeals should be made against the light during a match in the County Championship.

It will be recalled that when Hobbs and Sutcliffe played very cautious cricket at the start of England's second innings in the third Test, they were barraged by the crowd, who booed and yelled "What are you afraid of?" and "What are you kinkies?" later, which was the umpire's decision, was upheld by the umpire, the spectators, jeered at him again.

U.S. AND RUSSIA.

PROPOSALS FOR RECOGNITION.

SENATOR BORAH AS CHAMPION.

[UNITED PRESS.]

Washington, Nov. 2.—Virtually on the eve of the convening of the "lame duck" or short session of Congress great interest was concentrated here to-day on the belief, which prevails in many quarters, that the Senate will debate proposals providing for diplomatic recognition of Soviet Russia by the United States of America.

The entering wedge, it is expected, will be provided by the debate over the Department of the Treasury regulations against dumping into the United States of goods produced by convict labour in Soviet Russia. Since it appears certain that the question of alleged Russian dumping will reach the floor of the Senate it is believed that the broader issue of Russo-American relations must be considered.

Senator William E. Borah, Republican of Idaho and chairman of the Senate Foreign Relations Committee, is to champion the cause of those who demand that the Washington Government extend diplomatic recognition to the Communist regime in Moscow.

Senator William H. King, Democrat of Utah, is grooming himself to lead the attack on Senator Borah and those who would recognize Russia.

Interview With Stalin.

Interest in the Russo-American situation has been stimulated by the publication here to-day of an interview granted to the United Press by M. Josef Stalin, Secretary-General of the Communist Party in Moscow.

The Stalin interview with the United Press represents one of the few available authentic reflections of the Russian attitude toward Moscow's international relations. Its publication aroused keen interest in view of the possibility that the impending Senate session will devote considerable attention to relations between Washington and Moscow—or lack of them.

Attempting to minimize criticisms of the Treasury Department's attitude toward dumping of convict-made goods in America Mr. Ogden L. Mills, Under-Secretary of the Treasury, to-day announced that the anti-dumping rules promulgated yesterday will be used only upon the presentation of valid evidence of violation of American law.

No Trade Conflict With Soviet.

Linked closely with the discussion over Russia in Washington to-day is the statement of President Hoover to New York newspapermen that the United States does not intend to engage in any trade conflict with Soviet Russia or with any other nation, for the matter.

Aside from the fear of the "Red Menace," the American objection to extending diplomatic recognition to Soviet Russia is based in part on the failure of the Washington and Moscow authorities to agree on what Russia should acknowledge as legitimate international financial obligations. The trade angle of the issue was intensified yesterday when the Treasury Department promulgated regulations imposing on imports the burden of proof that goods brought from abroad are not the product of convict labour. American manufacturers and labor organizations contend that convicts are used to produce wood pulp and other Russian commodities exported to the United States.

PLANES COLLIDE IN MID-AIR.

U.S. PILOTS JUMP FREE: ONE KILLED.

[UNITED PRESS.]

San Diego, November 24.—Ensign John Burkhardt was killed but Lieut. J. Pfingst was saved when the aeroplanes which they were piloting collided during the course of U.S. Navy aerial manoeuvres here to-day. Both men leapt from the locked and spinning ships, getting clear of the wreckage before they pulled their rip cords. Their parachutes floated them safely to the water.

Lieutenant Pfingst was almost immediately flung out, but there was some delay in getting to Ensign Burkhardt, who appeared to have been stunned and may have become tangled in his parachute, and he was drowned.

PRES. HOOVER'S MESSAGE.

FORECAST OF HIS RECOMMENDATIONS.

SPECIFIC RELIEF MEASURES FOR UNEMPLOYMENT.

[UNITED PRESS.]

Washington, D.C., Nov. 28.—President Hoover's message to the short or "lame duck" session of Congress, which is to convene here on Monday next, was virtually completed to-day.

From usually reliable sources it is learned that in his message to the dying 71st congress the President will recommend the enactment of specific relief measures to aid business and agriculture and to alleviate unemployment.

The President intends, also, to ask the short session of Congress to increase Government appropriations for the construction of public buildings and roads. By speeding up the public building programme, the President feels, employment in all parts of the country can be provided for thousands of men now jobless.

Immigration Amendment.

In his message President Hoover is expected to recommend an amendment to the immigration act to provide for greater selectivity of immigrants. However, even as a measure to safeguard against increasing unemployment, the President will not recommend the total suspension of immigration.

Informed circles here understand that the President will not mention the prohibition issue in his message. On the contrary, he will reserve recommendations with regard to prohibition enforcement, modification, repeal or stricter provisions until he submits to Congress the report of his own law enforcement and crime investigating committee, headed by former Attorney General George W. Wickersham. The Wickersham commission is now drafting its report.

Permanent Relief Needed.

Increased federal taxation and improvident expenditure of Government funds for public works as unemployment relief measures were opposed to-day in a statement issued here by Representative Willis C. Hawley, Republican of Oregon and chairman of the House Ways and Means Committee.

Representative Hawley's committee directly financial legislation. The chairman to-day declared that only permanent relief will pull the United States out of the prevailing economic depression.

This relief, Representative Hawley said, must come from the increased purchasing power of the country with a resulting increase in manufacturing activity. As yet it is not certain what tax schedules are to be retained by the impending session of Congress.

BOXING

CITY HALL

SATURDAY,
6th December, 1930,
at 9.15 p.m.

MAIN EVENT

15 Rounds Contest for
Lightweight Championship of
the Colony and Belt

Between
STOKER PERCY LAKE,
Holder

H.M.S. BERWICK
and

A. B. DOBSON,
H.M.S. THRAKIAN

Booking at Montrie's—
For members of the Hongkong Boxing
Association on WEDNESDAY, 3rd, and
THURSDAY, 4th December.

General Public: FRIDAY, 5th, and
SATURDAY, 6th December.

Boxing at Montrie's and Star. Prices: \$3, \$2, \$1.

XMAS AND NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

No. 1 HAMPER—\$50.

1 Qt. Most & Chandon Dry Imperial Champagne.	1 Qt. Superb Tawny Port.
1 Pt. G.F. Peppermint.	2 Qts. St. Julien Claret.
1 Pt. D.O.M.	1 Qt. Old Brown Sherry, Black Seal.
1 Qt. Martell's XXX Brandy.	1 Qt. Puritan Old Tom or Dry Gin.
2 Qts. King George IV Gold Label or Perfection Whisky.	1 Qt. Burgoyne's Burgundy.
	1 Phial Pomeranian Bitters.

No. 2 HAMPER—\$45.

1 Qt. Guillonart Champagne.	2 Qts. Tawny Dry Port.
1 Pt. D.O.M.	1 Qt. St. Julien Claret.
1 Qt. Burgoyne's Burgundy.	1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Martell's XXX Brandy.	1 Qt. Vino de Paso Sherry, Y.S.
2 Qts. King George IV Gold Label or Perfection Whisky.	1 Phial Pomeranian Bitters.

No. 3 HAMPER—\$40.

1 Qt. Burgoyne's Burgundy.	1 Qt. Engstrand's XXX Brandy.
1 Pt. G.F. Peppermint.	1 Qt. Amontillado Sherry.
1 Pt. D.O.M.	1 Qt. Puritan Old Tom or Dry Gin.
2 Qts. Superior Rich Old Port.	2 Qts. Modoc Claret.
2 Qts. King George IV Gold Label or Perfection Whisky.	1 Phial Pomeranian Bitters.

Other Hampers made up to suit Customer's requirements.

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Polk, Dollar, Dec. 14.
Pres. Adams, Dollar, Dec. 28.

AMOI

Taiwan, B. & S., Dec. 3.
Sirdhana, B.I., Dec. 4.
Haiching, Douglas, Dec. 5.
Tillocost, J.C.J.L., Dec. 6.
Kwangtung, B. & S., Dec. 7.
Namsang, Jardine's, Dec. 7.
Huiyung, Douglas, Dec. 8.
Tianan, B. & S., Dec. 10.
Anking, B. & S., Dec. 14.
Tilawa, B.I., Dec. 16.
Kutang, Jardine's, Dec. 18.
Talamba, B.I., Dec. 24.
Hosang, Jardine's, Dec. 29.

ANTWERP

Alster, Melchers, Dec. 3.
Terukuni Maru, N.Y.K., Dec. 13.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Hakusan Maru, N.Y.K., Dec. 27.
Java, Mannors, Dec. 27.
Lahore, P. & O., Dec. 27.
Nagara, Gilman's, Dec. 29.

AUSTRALIAN PORTS

Tanda, E. & A., Dec. 5, 4 p.m.
Atsuta Maru, N.Y.K., Dec. 23.
Chanute, B. & S., Dec. 23.
St. Albans, E. & A., Jan. 2.

BALTIC PORTS

Java, Mannors, Dec. 27.

BALTIMORE

Moncauths, B.F., Dec. 10.
Tweedbank, Bank, Dec. 12.

BANGKOK

Hirundo, Thoresen, Dec. 7.
Kiangsu, B. & S., Dec. 7.
Hiram, Thoresen, Dec. 14.
Kaying, B. & S., Dec. 14.

BARCELONA

Fulda, Melchers, Dec. 11.
Bochum, Jansen, Jan. 6.

BELAWAN-DELI

Cramer, J.C.J.L., Dec. 4.

BOMBAY

Rawalpindi, P. & O., Dec. 6.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
Kaga Maru, N.Y.K., Dec. 11.
Gange, Dodwell's, Dec. 25.
Tokushima Maru, N.Y.K., Dec. 28.
Ranchi, P. & O., Jan. 3.

BOSTON

Menestheus, B.F., Dec. 10.
Takaoka Maru, N.Y.K., Dec. 11.
Tweedbank, Bank, Dec. 12.
Pres. Polk, Dollar, Dec. 14.
Chinese Prince, Furness, Dec. 16.
Tai Yin, Dodwell's, Dec. 17.
Pres. Adams, Dollar, Dec. 23.

BREMEN

Alster, Melchers, Dec. 3.
Fulda, Melchers, Dec. 11.
Trave, Melchers, Dec. 10.
Mosel, Melchers, Jan. 1.

BRINDISI

Col. di Lana, Dodwell's, Dec. 9.
Gange, Dodwell's, Dec. 25.

CALCUTTA

Takada, B.I., Dec. 6.
Hakodate Maru, N.Y.K., Dec. 9.
Kumang, Jardine's, Dec. 8.
Morioka Maru, N.Y.K., Dec. 10.
Yuenang, Jardine's, Dec. 16.
Sirdhana, B.I., Dec. 28.
Namsang, Jardine's, Dec. 27.
Tilawa, B.I., Jan. 6.

CASABLANCA

Diomed, B.F., Dec. 9.
Kalyan, P. & O., Dec. 20.

CEBU

Demodocus, B.F., Dec. 4.
Menestheus, B.F., Dec. 10.

CHEFOO

Kusichow, B. & S., Dec. 16.

COLOMBO

Rawalpindi, P. & O., Dec. 6.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.
Kaga Maru, N.Y.K., Dec. 11.
Dakur Maru, N.Y.K., Dec. 12.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Kalyan, P. & O., Dec. 20.
Gleniffer, Jardine's, Dec. 21.
Angers, M.M., Dec. 23.
Tijikang, J.C.J.L., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Lahore, P. & O., Dec. 27.
Pres. Adams, Dollar, Dec. 28.
Tokushima Maru, N.Y.K., Dec. 28.
Sphinx, M.M., Jan. 6.

COPENHAGEN

Java, Mannors, Dec. 27.

DALNY

Chimhu, B. & S., Dec. 10.
Sarpodon, B.F., Dec. 13.

DUTCH PORTS

Alster, Melchers, Dec. 3.
Burgenland, Johnson, Dec. 5.
City of Roubaix, Bank, Dec. 5.
Diomed, B.F., Dec. 9.
Fulda, Melchers, Dec. 11.
Agamemnon, B.F., Dec. 13.
Terukuni Maru, N.Y.K., Dec. 13.
City of Shanghai, Bank, Dec. 13.
Trave, Melchers, Dec. 10.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Gleniffer, Jardine's, Dec. 21.
Angers, B.F., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Lahore, P. & O., Dec. 27.
Pres. Adams, Dollar, Dec. 28.
Tokushima Maru, N.Y.K., Dec. 28.
Sphinx, M.M., Jan. 6.

LOS ANGELES

Chichibu Maru, N.Y.K., Dec. 11.
Pres. Jefferson, A.M.L., Dec. 11.
Tai Yin, Dodwell's, Dec. 17.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Kalyan, P. & O., Dec. 20.
Gleniffer, Jardine's, Dec. 21.
Angers, B.F., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Lahore, P. & O., Dec. 27.
Pres. Adams, Dollar, Dec. 28.
Tokushima Maru, N.Y.K., Dec. 28.
Sphinx, M.M., Jan. 6.

LONDON

City of Roubaix, Bank, Dec. 5.
Rawalpindi, P. & O., Dec. 6.
Col. di Lana, Dodwell's, Dec. 9.
Diomed, B.F., Dec. 9.
Agamemnon, B.F., Dec. 13.
Terukuni Maru, N.Y.K., Dec. 13.
City of Shanghai, Bank, Dec. 13.
Trave, Melchers, Dec. 10.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Gleniffer, Jardine's, Dec. 21.
Angers, B.F., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Lahore, P. & O., Dec. 27.
Pres. Adams, Dollar, Dec. 28.
Tokushima Maru, N.Y.K., Dec. 28.
Sphinx, M.M., Jan. 6.

MANILA

Emp. of Asia, C.P.S., Dec. 3, 4 a.m.
Demodocus, B.F., Dec. 4.
Tanda, E. & A., Dec. 5, 4 p.m.
Pres. Jefferson, A.M.L., Dec. 9.
Tijikang, J.C.J.L., Dec. 9.
Menestheus, B.F., Dec. 10.
Fulda, Melchers, Dec. 11.
Pres. Polk, Dollar, Dec. 14.
Pres. Grant, A.M.L., Dec. 16.
Emp. of Canada, C.P.S., Dec. 17.
Pres. Lincoln, Dollar, Dec. 20.
Atsuta Maru, N.Y.K., Dec. 23.
Change, B. & S., Dec. 23.
Tijikang, J.C.J.L., Dec. 23.
Pres. Adams, Dollar, Dec. 23.
Emp. of Russia, C.P.S., Dec. 30.
Pres. Cleveland, Dollar, Dec. 30.
St. Albans, E. & A., Jan. 2.
Pres. Madison, A.M.L., Jan. 3.

MAHARAJA

Alster, Melchers, Dec. 3.
Rawalpindi, P. & O., Dec. 6.
D'Artagnan, M.M., Dec. 9.
Diomed, B.F., Dec. 9.
Dakur Maru, N.Y.K., Dec. 12.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Trave, Melchers, Dec. 10.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Acenes, B.F., Dec. 23.
Angers, M.M., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Java, Mannors, Dec. 27.
Lahore, P. & O., Dec. 27.
Nagara, Gilman's, Dec. 29.

MAHARAJA

Alster, Melchers, Dec. 3.
Rawalpindi, P. & O., Dec. 6.
D'Artagnan, M.M., Dec. 9.
Diomed, B.F., Dec. 9.
Dakur Maru, N.Y.K., Dec. 12.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Trave, Melchers, Dec. 10.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Acenes, B.F., Dec. 23.
Angers, M.M., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Java, Mannors, Dec. 27.
Lahore, P. & O., Dec. 27.
Nagara, Gilman's, Dec. 29.

MAHARAJA

Alster, Melchers, Dec. 3.
Rawalpindi, P. & O., Dec. 6.
D'Artagnan, M.M., Dec. 9.
Diomed, B.F., Dec. 9.
Dakur Maru, N.Y.K., Dec. 12.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Trave, Melchers, Dec. 10.
Kalyan, P. & O., Dec. 20.
Vogland, Johnson, Dec. 20.
Acenes, B.F., Dec. 23.
Angers, M.M., Dec. 23.
Hakusan Maru, N.Y.K., Dec. 27.
Java, Mannors, Dec. 27.
Lahore, P. & O., Dec. 27.
Nagara, Gilman's, Dec. 29.

FOOCHOW

Haining, Douglas, Dec. 2.
Huiyung, Douglas, Dec. 2.
Haiching, Douglas, Dec. 5.
Huiyung, Douglas, Dec. 5.
Yusang, Jardine's, Dec. 12.
Chipshing, Jardine's, Dec. 21.

GENOA

Burgenland, Johnson, Dec. 5.
Col. di Lana, Dodwell's, Dec. 9.
Fulda, Melchers, Dec. 11.
Dakur Maru, N.Y.K., Dec. 12.
Fulda, Melchers, Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Cyclops, B.F., Dec. 20.
Vogland, Johnson, Dec. 20.
Gange, Dodwell's, Dec. 25.
Pres. Adams, Dollar, Dec. 28.
Bochum, Jansen, Jan. 6.

GLASGOW

Demodocus, B.F., Dec. 4.
Cyclops, B.F., Dec. 20.
Acenes, B.F., Dec. 23.

HAMBURG

Alster, Melchers, Dec. 3.
Burgenland, Johnson, Dec. 5.
City of Roubaix, Bank, Dec. 5.
Diomed, B.F., Dec. 9.
Fulda, Melchers, Dec. 11.
Agamemnon, B.F., Dec. 13.
City of Shanghai, Bank, Dec. 13.
Trave, Melchers, Dec. 10.
Vogland, Johnson, Dec. 20.
Gleniffer, Jardine's, Dec. 21.
Lahore, P. & O., Dec. 27.
Nagara, Gilman's, Dec. 29.
Mosel, Melchers, Jan. 1.
City of Corinth, Bank, Jan. 6.
Bochum, Jansen, Jan. 6.

HAYRE

Demodocus, B.F., Dec. 4.
Burgenland, Johnson, Dec. 5.
City of Shanghai, Bank, Dec. 13.
Cyclops, B.F., Dec. 20.
Java, Mannors, Dec. 27.

HONGKONG

Chichibu Maru, N.Y.K., Dec. 11.
Pres. Jefferson, A.M.L., Dec. 11.
Tai Yin, Dodwell's, Dec. 17.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Rakuyo Maru, N.Y.K., Dec. 21.
Pres. Lincoln, Dollar, Dec. 30.

HONOLULU

Chichibu Maru, N.Y.K., Dec. 11.
Pres. Jefferson, A.M.L., Dec. 11.
Tai Yin, Dodwell's, Dec. 17.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Rakuyo Maru, N.Y.K., Dec. 21.
Pres. Lincoln, Dollar, Dec. 30.

JAPAN PORTS

Hikawa Maru, N.Y.K., Dec. 3.
Mosel, Melchers, Dec. 3.
Gange, Dodwell's, Dec. 4.
Sirdhana, B.I., Dec. 4.
Moncauths, B.F., Dec. 5.
Ranchi, P. & O., Dec. 6, 9 a.m.
Namsang, Jardine's, Dec. 7.
Tillocost, B.F., Dec. 7.
Bochum, Jansen, Dec. 8.
Akita Maru, N.Y.K., Dec. 9.
Mirzapore, P. & O., Dec. 9.
Sphinx, M.M., Dec. 9.
Pres. McKinley, A.M.L., Dec. 9.
St. Albans, E. & A., Dec. 9.
Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KALAMATA

Takaoka Maru, N.Y.K., Dec. 11.
Tai Yin, Dodwell's, Dec. 17.
Rakuyo Maru, N.Y.K., Dec. 21.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
General Metzinger, M.M., Dec. 23.
Pres. Grant, A.M.L., Dec. 23.
Talamba, B.I., Dec. 24.
Emp. of Canada, C.P.S., Dec. 25.
Ceylon, Gilman's, Dec. 27/28.
Lahn, Melchers, Dec. 27/28.
Hosang, Jardine's, Dec. 29.
Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
Gleniffer, Jardine's, Jan. 2.
Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
Pres. Cleveland, Dollar, Jan. 6.
Emp. of Russia, C.P.S., Jan. 7.

KANTON

Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Takaoka Maru, N.Y.K., Dec. 11.
Tilawa, B.I., Dec. 16.
Perim, P. & O., Dec. 16.
Pres. Jefferson, A.M.L., Dec. 16.
Aki Maru, N.Y.K., Dec. 17.
Heian Maru, N.Y.K., Dec. 17.
Kutang, Jardine's, Dec. 18.
Toucer, B.F., Dec. 18.
Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y.K., Dec. 21.
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Polus, B.F., Dec. 30.
Pres. Lincoln, Dollar, Dec. 30.
Carignano, Dodwell's, Dec. 31.
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Comorin, P. & O., Jan. 2.
Saurland, Johnson, Jan. 2.
Andre Lebon, M.M., Jan. 6.
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Gleniffer, Jardine's, Dec. 19.
Duisburg, Johnson, Dec. 19.
Kuzemb, B.F., Dec. 19.
Kashmir, P. & O., Dec. 20.
Glaucus, B.F., Dec. 21.
Rakuyo Maru, N.Y

CHINA NAVIGATION

COMPANY, LIMITED.

Amoy & Shanghai	"TAIYUAN"	On 3rd Dec.	5 p.m.
Swatow & Shanghai	"KINGYUAN"	On 6th Dec.	10 a.m.
Swatow, Shanghai & Tsingtao	"SINKIANG"	On 8th Dec.	7 a.m.
Swatow & Bangkok	"KIANGSU"	On 7th Dec.	10 a.m.
Amoy, Swatow & Singapore	"KWANGTUNG"	On 7th Dec.	5 p.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 8th Dec.	7 a.m.
Shanghai & Dairen	"CHINHUA"	On 10th Dec.	5 p.m.
Amoy & Shanghai	"TSINAN"	On 10th Dec.	5 p.m.
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 14th Dec.	7 a.m.
Swatow & Bangkok	"KAYING"	On 14th Dec.	10 a.m.
Amoy, Swatow & Singapore	"ANKING"	On 14th Dec.	5 p.m.
Swatow, Weihaiwei, Chefoo & Tientsin	"KUEIOHOW"	On 16th Dec.	7 a.m.

SAILINGS SUBJECT TO ALTERATION.

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Agents.

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FIRST CLASS FARE TO SYDNEY, 65s RETURN

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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	18th Dec.	23rd Dec.	28th Dec.	11th Jan.
TAIPING	14th Jan.	20th Jan.	23rd Jan.	6th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED
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COPENHAGEN.

The M.S. "JAVA"

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Other Sailings:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Java"	27th Dec.	27th Dec.
M.S. "Pera"	28th Dec.	28th Dec.
M.S. "Africa"	28th Jan.	28th Feb.
M.S. "India"	28th Feb.	28th March

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SIAMESE PRINCE ... January 15th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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"HONGKONG WEEKLY PRESS,"

111, ICE HOUSE STREET.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Hour	DECEMBER 1, 1930.					DECEMBER 2, 1930				
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Wladivostok	12	30.15	765.7	19	ESE	2	30.07	753.7	18	NW	2
Nomuro	11	29.67	765.5	...	NNW	6	29.69	761.5	...	W	1
Hakodate	...	29.90	759.5	...	WNW	5	29.90	762.0	...	N	1
Tokio	...	29.82	757.5	...	NW	2	29.84	760.5	...	N	1
Kochi	...	29.84	758.0	...	NW	1	29.82	762.5	...	N	0
Nagasaki	...	29.95	761.0	...	NW	1	29.80	765.0	...	NNW	1
Kagoshima	...	29.94	760.5	...	NW	1	29.13	765.0	...	N	3
Oshima	...	29.96	761.0	...	N	1	30.12	765.0	...	N	5
Naha	...	29.95	761.0	...	N	2	30.10	764.5	...	NNE	2
Ishigakijima	...	30.00	762.0	...	NNE	1	29.92	761.5	...	SSW	1
Boni Island	...	29.92	760.0	...	SSW	6	30.25	768.8	34	SW	2
Chefoo	15	30.17	766.8	41	ENE	2	30.43	772.8	31	W	2
Shanghai	14	30.35	770.8	41	WNW	6	30.45	778.4	88	NW	6
Gutalaff	...	30.33	770.4	44	NNW	6	30.42	772.6	41	NNE	6
Woonchow	...	30.10	764.5	63	NE	2	30.36	768.6	52	NE	4
Foochow	...	30.08	761.5	61	ENE	4	30.14	765.5	50	ENE	6
Amoy	...	29.99	761.8	65	N	3	30.18	765.8	54	N	1
Swatow	...	30.06	763.4	63	E	2	30.21	767.2	58	ENE	1
Taihooku	11	29.98	761.6	68	E	0	30.06	763.4	58	N	4
Taihu	...	29.96	760.9	74	NE	4	30.01	762.3	59	N	4
Tsinan	...	29.91	759.7	79	NE	6	29.98	761.4	70	NE	6
Koshun	...	29.99	761.8	72	NNE	6	30.07	763.7	63	NNE	6
Pescadore	...	29.98	761.5	63	N	4	30.19	765.3	56	N	8
Tong Kong	14	29.97	761.2	70	N	5	30.12	765.0	56	N	6
Gap Rock	...	29.98	761.6	77	NNE	8	30.13	765.0	62	NNE	4
Macao	...	29.91	759.7	70	NE	4	30.03	762.8	72	NE	6
Hoihow	...	29.89	759.3	74	NNE	6	30.14	765.6	54	NNE	4
Pratas Island	...	29.93	760.1	68	NE	10	29.93	760.2	74	N	6
Phulion	15	29.79	756.8	85	E	2	29.85	758.2	76	SW	6
Tourane	...	29.78	756.0	85	SW	2	29.91	759.2	72	NE	6
Cape St. James	14	29.82	757.3	76	WNW	2	29.88	758.8	77	NE	6
Naseo	...	29.76	756.0	85	N	4	29.85	758.2	77	N	6
Aparr	...	29.76	756.0	85	N	4	29.85	758.2	77	N	6
Tuguegarao	...	...	...	...	...	...	29.81	757.1	76	N	6
Vigan	...	...	...	...	...	...	29.82	757.4	74	N	6
Manila	...	29.74	755.4	91	WSW	2	29.79	756.7	81	NW	4
Legaspi	...	29.67	755.8	85	NE	4	29.76	756.0	77	NE	4
Calbayog	...	...	...	...	...	...	29.81	757.3	77	N	4
Tacloban	...	29.78	755.2	86	NE	4	29.74	755.4	77	N	4
Iloilo	...	29.70	754.3	81	N	0	29.89	759.2	76	E	4
Cebu	...	...	...	...	...	...	29.74	755.4	77	N	4
Surigao	...	...	...	...	...	...	29.89	759.2	76	N	4
Daupan	11.00	...	...	...	...	...	29.88	757.6	...	ENE	2
Guam	12.22	29.76	755.0	...	E	6	29.78	756.4	80	SE	2
Yap	11.00	29.78	755.2	...	ENE	4	29.88	757.6	...	...	...
Pelew	...	...	...	...	...	...	29.78	756.4	80	SE	2
Labuan	14	29.81	757.2	88	W	4	29.88	757.7	77	...	...

December 22, 10h. 45m.—The anticyclone central to the north of the lower Yangtze Valley is spreading eastward.

Strong monsoon along the S.E. coast of China and over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1, 95.20 inches, against an average of 81.99 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON DECEMBER 3.

- 1.—Formosa Channel ... N.E. winds, strong; overcast at first, improving later.
- 2.—South coast of China between Hong Kong and Lamook ...
- 3.—Hong Kong to Gap Rock ...
- 4.—South coast of China between Hong Kong and Hainan ...

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 2.

	Previous Day	On Date at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.69	30.10	30.15	29.15
Temperature	62	58	60	60
Humidity	63	68	62	62
Wind—Direction	N	N	N	N
Force	3	0	2	2
Weather	BO	OD	OD	OD
Basis	0.00	0.00	0.01	0.01

Highest open-air Temperature, 11.7

Lowest open-air Temperature, 2.5

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$8.00

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

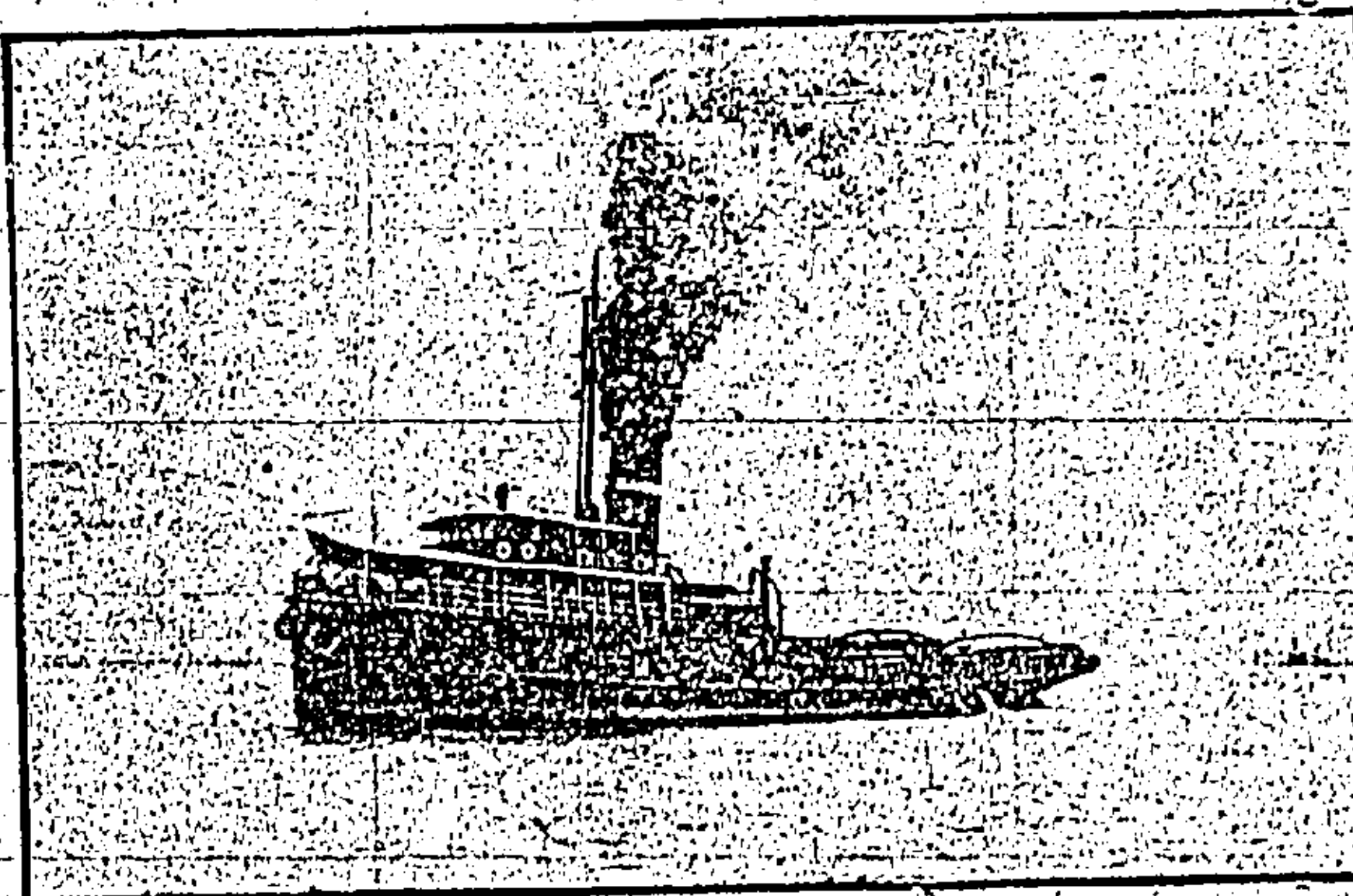
and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAO via SWATOW & SHANGHAI	"HOPSANG" "HANGSANG" "YATSHING" "WAISHING"	Sun., 7th Dec., at 7 a.m. Wed., 10th Dec., at 7 a.m. Sun., 14th Dec., at 7 a.m. Wed., 17th Dec., at 7 a.m.
SHANGHAI via SWATOW	"TINGSANG"	Fri., 5th Dec., at 7 a.m.
SINGAPORE, PENANG & CALOUTTA	"KUMSANG" "YUENSANG" "NAMSANG"	Mon., 8th Dec., at 3 p.m. Mon., 15th Dec., at 3 p.m. Sat., 27th Dec., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"NAMSANG" "HOSANG"	Sun., 7th Dec., at 7 a.m. Mon., 15th Dec., at 7 a.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	"KUTSANG"	Thurs., 18th Dec., at 7 a.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 10th Dec., at Noon. Mon., 22nd Dec., at Noon.
TIENSIN via SWATOW & FOOCHOW	"YUSANG" "CHIPSING"	Fri., 12th Dec., at 7 a.m. Sun., 21st Dec., at 7 a.m.

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GLEN LINE.

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1st JUNE/30th NOVEMBER ... 265. 12. 0d.
1st DECEMBER/1st MAY ... 282. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENFER" (V. Oran) ... 21st Dec.
Motor Vessel "GLENAPP" ... 29th Jan.
Motor Vessel "GLENSHIRE" ... 28th Feb.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP" ... 18th Dec.
Motor Vessel "GLENARRY" ... 2nd Jan.
S.S. "Glenhane" not calling Hong Kong. Her cargo arriving per M.V. "Glenapp" due 18/12/30.

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NEXT SAILINGS TO EUROPE:—

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Pass.	S.S. "FULDA"	...	departure 11th Dec.
Freight	S.S. "Trave"	...	departure 19th Dec.
Freight	S.S. "Mosel"	...	departure 1st Jan. '31
Pass.	S.S. "TRIER"	...	departure 10th Jan.

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Calling at London omitting Amsterdam.

Passenger steamers sailing via Manila and Porto to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Porto to Marseilles, Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)
JAPAN (Freight steamers)

Freight	S.S. "Mosel"	...	due here 3rd Dec.
Pass.	S.S. "TRIER"	...	due here 17th Dec.
Freight	S.S. "Lahn"	...	due here 27th/28th Dec.
Pass.	S.S. "DREFFLINGER"	...	due here 19th Jan. '31

HONG KONG-NEW GUINEA

Next sailing to RABUL, Finschhafen, Alexishafen, Madang & Aitape
S.S. "BREMERHAVEN" on about 12th DEC., 1930.

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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Leave Hong Kong	Arrive Yokohama	Leave Yokohama	Arrive Vancouver
Empress of Asia ... Dec. 10	Dec. 13	Dec. 15	Dec. 27
Empress of Canada ... Dec. 23	Dec. 26	Dec. 28	Jan. 9
Empress of Japan ... Jan. 7	Jan. 10	Jan. 12	Jan. 24
Empress of Russia ... Feb. 5	Feb. 8	Feb. 10	Feb. 20
Empress of Asia ... Feb. 18	Feb. 21	Feb. 23	Mar. 7
Empress of Canada ... Mar. 5	Mar. 8	Mar. 10	Mar. 20
Empress of Japan ... Mar. 18	Mar. 21	Mar. 23	Mar. 31
Empress of Russia ... Apr. 1	Apr. 4	Apr. 6	Apr. 17
Empress of Asia ... Apr. 10	Apr. 13	Apr. 15	Apr. 27
Empress of Canada ... Apr. 23	Apr. 26	Apr. 28	May 9
Empress of Japan ... May 6	May 9	May 11	May 25
Empress of Russia ... May 19	May 22	May 24	June 4
Empress of Asia ... June 2	June 5	June 7	June 18
Empress of Canada ... June 15	June 18	June 20	July 2
Empress of Japan ... June 28	July 1	July 3	July 14

(Call at Nagasaki the day after departure from Shanghai.)

† Calls at Honolulu on May 8. † Calls at Honolulu on June 6.

HONG KONG-MANILA

Leave Hong Kong	Arrive Manila
EMP. OF ASIA ... Dec. 3	Dec. 5
EMP. OF CANADA ... Dec. 17	Dec. 19

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TAIYO MARU ... Sunday, 21st December	
SEATTLE, VICTORIA via Shanghai & Japan Ports	HIKAWA MARU ... Wednesday, 3rd December
HEIAN MARU ... Thursday, 16th December	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez	TERUKUNI MARU ... Saturday, 18th December
HAKUSAN MARU ... Saturday, 27th December	
SYDNEY & MELBOURNE via Manila & Port.	ATSUTA MARU ... Tuesday, 23rd December
BOMBAY via Singapore, Penang & Colombo	KAGA MARU ... Thursday, 11th December
+ TOKUSHIMA MARU ... Sunday, 28th December	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama	RAKUYO MARU ... Sunday, 21st December
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports	KAMAKURA MARU ... Wednesday, 17th December
NEW YORK, BOSTON via PANAMA	+ TAKAO MARU ... Thursday, 11th December
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles	+ DAKAR MARU ... Friday, 12th December
ALOUTTA via Singapore, Penang & Rangoon	+ HAKODATE MARU ... Monday, 8th December
+ MORIOKA MARU ... Monday, 15th December	
SHANGHAI, KOBE & YOKOHAMA	+ AKITA MARU ... Tuesday, 9th December
+ KATORI MARU ... Sunday, 14th December	
+ AKI MARU ... Wednesday, 17th December	

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D'ARTAGNAN ... 9th Dec.	SPHINX ... 9th Dec.
ANGERS ... 23rd Dec.	G. METZINGER ... 23rd Dec.
SPHINX ... 6th Jan. '31.	ANDRE LEBON ... 6th Jan. '31.
G. METZINGER ... 20th Jan.	PORTOIS ... 20th Jan.
ANDRE LEBON ... 3rd Feb.	CHENONCEAUX ... 3rd Feb.
PORTOIS ... 17th Feb.	ATHOS II ... 17th Feb.
CHENONCEAUX ... 3rd Mar.	D'ARTAGNAN ... 3rd Mar.
ATHOS II ... 17th Mar.	ANGERS ... 17th Mar.

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Shipping News

Daily Statement. Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 28,100 TONS;
THROUGH CARGO 20,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

British	Cargo for H.K.	Through Ports.
Anchises, Shanghai	1,000	
Japanese Prince, Shanghai	300	
Linan, Canton	250	
Haidia, Saigon	2,100	
Benlawen, London	400	300
	3,400	2,910

American	Cargo for H.K.	Through Ports.
Pres. McKinley, Shanghai	2,900	1,055
Pres. Garfield, Shanghai	1,870	4,100
	4,770	6,055

Dutch	Cargo for H.K.	Through Ports.
Tjikandi, Sourabaya	9,142	
	9,142	

Belgian	Cargo for H.K.	Through Ports.
Caucasian, Antwerp	1,022	2,350
	1,022	2,350

Norwegian	Cargo for H.K.	Through Ports.
Hirundo, Bangkok	1,001	
	1,001	

Japanese	Cargo for H.K.	Through Ports.
Taiyoku Maru, Calcutta	5,055	
Tacoma Maru, Sakito	780	4,007
Taiyoku Maru, Samarinda	40	2,700
Chichibu Maru, Shanghai	1,351	
Kamo Maru, Singapore	918	2,502
	8,150	9,359

Chinese	Cargo for H.K.	Through Ports.
Tak Hing, Autau	28	
	28	

Total ... 28,100 20,500

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:-

British	Arr.	Dep.
American	5	6
Dutch	1	0
Belgian	1	0
Norwegian	1	0
Japanese	6	0
French	0	1
Portuguese	0	1
Danish	0	1
Total	18	11

ASIATIC DECK PASSENGERS.

The following vessel brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Vessel	Passengers
Haidia (Br.) Saigon	73
Pres. McKinley (Am.) San Francisco, Shanghai	545
Hirundo (Nor.) Bangkok, Swatow	50
Kamo Maru (Jap.) Middlebrook, Singapore	91
Tak Hing (Chi.) Autau	71
Total	830

ARRIVALS.

December 1.

Vessel	From
Chichibu, Maru, Japanese str.	10,230 tons, Capt. Y. Arikida, from Shanghai, buoy No. A1—N.Y.K.
Haidia, British str.	1,144 tons, Capt. C. Boyce, from Saigon, buoy No. B17—Wo Fat Sing.
Pres. McKinley, American str.	14,127 tons, Capt. R. E. Carey, from San Francisco, Kowloon Wharf—A.M.L.

December 2.

Vessel	From
Anchises, British str.	6,212 tons, Capt. J. K. Dunlop, from Shanghai, buoy No. A2—B. & S.
Canton, Swedish str.	4,501 tons, Capt. Hollberg, from Shanghai, buoy No. A3—Gilman & Co.
Deli Maru, Japanese str.	3,203 tons, Capt. E. Sanada, from Canton, Tanka Dock—O.S.K.
Emp. of Asia, British str.	8,883 tons, Capt. L. D. Douglas, from Vancouver, Kowloon Wharf—C.P.S.
Hikawa Maru, Japanese str.	6,787 tons, Capt. S. Akiyoshi, from Yokohama, buoy No. A6—N.Y.K.
Japanese Prince, British str.	3,036 tons, Capt. W. Finch, from Shanghai, buoy No. A4—Furness (Far East) Ltd.
Johgu Maru, Japanese str.	3,321 tons, Capt. K. Kawata, from Milke, buoy No. B50—Y.K.K.
Kweiyang, British str.	1,580 tons, Capt. C. P. Miller, from Swatow, buoy No. B34—D. & S.
Linan, British str.	1,350 tons, Capt. J. S. G. Brown, from Canton, buoy No. B40—B. & S.
Lycemoon, British str.	1,734 tons, Capt. E. Holmes, from Swatow, buoy No. B47—Kwong Nam & Co.
Ting Sang, British str.	1,232 tons, Capt. W. P. Baker, from Swatow, West Point Wharf—J. M. & Co.

Tijboda, Dutch str. 2,953 tons, Captain J. C. Williams, from Semarang, buoy No. A27—J. C. J. L.

CLEARANCES.

December 2.

Vessel	To
Anchises, for Singapore.	Canton, for Manila.
Chian Lee, for Canton.	Emp. of Asia, for Manila.
Hai Ning, for Swatow.	Halvard, for Saigon.
Hikawa Maru, for Shanghai.	Japanese Prince, for Manila.
King Yuan, for Canton.	Kwai Sang, for Swatow.
Linan, for Shanghai.	Mao Lee, for Teikong.
Muncaster Castle, for Shanghai.	Pres. McKinley, for Manila.
Shun Chih, for Saigon.	Taiyoku Maru, for Canton.
Tenai, for Hoikow.	Ting Sang, for Canton.

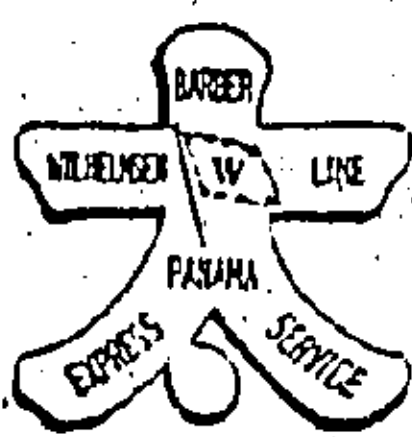
PASSENGERS.

Arrivals.

The following passengers arrived on Monday by a.s. Pres. McKinley:—Mr. and Mrs. G. Tong Chen, Mr. and Mrs. W. H. T. Foster, Mr. J. T. Hardeman, Miss Frances Hale, Mrs. G. A. Harriman, Mr. K. Luring, Mr. and Mrs. O. Leung, Mrs. G. Y. Liu, Mr. Ralph Meyerson, Mr. E. S. Nowell, Mr. R. H. Ryder, Mrs. James K. Steel, Miss Peggy Steele, Mr. B. Crawford Smith, Mr. N. F. Tarbot, Dr. N. E. Wayson.

Departures.

The following passengers left yesterday by a.s. Anchises:—Mr. and Mrs. Holmes, Mr. Hughes, Mr. Lee, Mr. Maunogue, Mrs. J. M. Knox and Master Gerald Knox, Mr. F. A. Merry, Mr. and Mrs. L. G. Peet, Mrs. E. M. Prescott, Madame Subarn Sompat, Mr. Mrs. Miss and Master Wait, Dr. N. E. Wayson.



BARBER WILHELMSON LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE via PANAMA.

NEXT SAILING

M.V. "TAI YIN" on DECEMBER 17th

SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

For Passengers and Freight information please apply to:

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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NEW YORK, BOSTON & BALTIMORE.....AMERICAN AND MANCHURIAN LINE

NEW YORK, BOSTON & BALTIMORE

ALSO AGENTS FOR ANDREW WEIR & CO.

BOSTON, NEW YORK & BALTIMORE

M.V. "TWEEDBANK" ... 12th December

M.V. "IRISBANK" ... 15th January

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 15th January

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to, Boma, Quilimane, The Port Amelia, Mozambique, Chinde, Inhassate, Zanzibar, Mombasa, Kilindi, Port Kells, Ludenda Bay, Watia Bay and Madagascar.

For Freight or Passage on any of the above lines apply to: THE BANK LINE, LTD. Telephone: 27781.

P. & O. British India Steamers and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.) MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BUMA, CEYLON, INDIA, PERSIAN GULF WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBEC, LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTWRIGHT DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,819	6th Dec. Noon	Bombay, Marseilles & London.
"ALIPORA"	5,273	9th Dec.	Straita, Colombo & Bombay.
"KALYAN"	9,144	20th Dec.	Mars. L'con, Hull, N'dm & A'warp.
"LABORE"	5,301	27th Dec. (Mars.)	Edon, Hull, H'bg, B'm, & A'warp.
"RANCHI"	16,600	1931	Bombay, Marseilles & London.
"JEYPORE"	16,418	10th Jan. (Mars.)	L'con, Hull, H'bg, B'm & A'warp.
"KASHMIR"	5,385	17th Jan.	Mars. L'con, Hull, H'bg, B'm & A'warp.
"COMORIN"	15,123	31st Jan.	Bombay, Marseilles & London.
"PERIM"	7,648	7th Feb.	Marseilles, London and Hull.
"KASHGAR"	9,005	14th Feb.	Marseilles & London.
"MALWA"	10,980	28th Feb.	do.
"KHYBER"	9,114	14th Mar.	Marseilles, London and Hull.
"RAWALPINDI"	16,819	28th Mar.	do.
"KARMA"	9,123	11th Apr.	do.
"RAJPUTANA"	16,600	25th Apr.	do.
"KALYAN"	9,144	9th May	Bombay, Marseilles and London.
"COMORIN"	15,123	23rd May	Marseilles and London.
"KASHMIR"	5,385	6th June	Bombay, Marseilles & London.
"BANPURA"	16,811	20th June	do.

* Cargo only. † Calls Casablanca. Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAH SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,949	6th Dec. 3 p.m.	Singapore, Penang & Calcutta
"SIBDHANA"	7,745	20th Dec.	do.
"TILAWA"	10,000	6th Jan.	do.
"TALAMBA"	8,018	15th Jan.	do.
"TALMA"	10,000	3rd Feb.	do.

B.I.—Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,986	5th Dec. 4 p.m.	Mars. Rabaul Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	2nd Jan. 1931	do.
"NELLORE"	8,883	31st Jan.	do.
"TANDA"	6,986	28th Feb.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Royal Mail Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

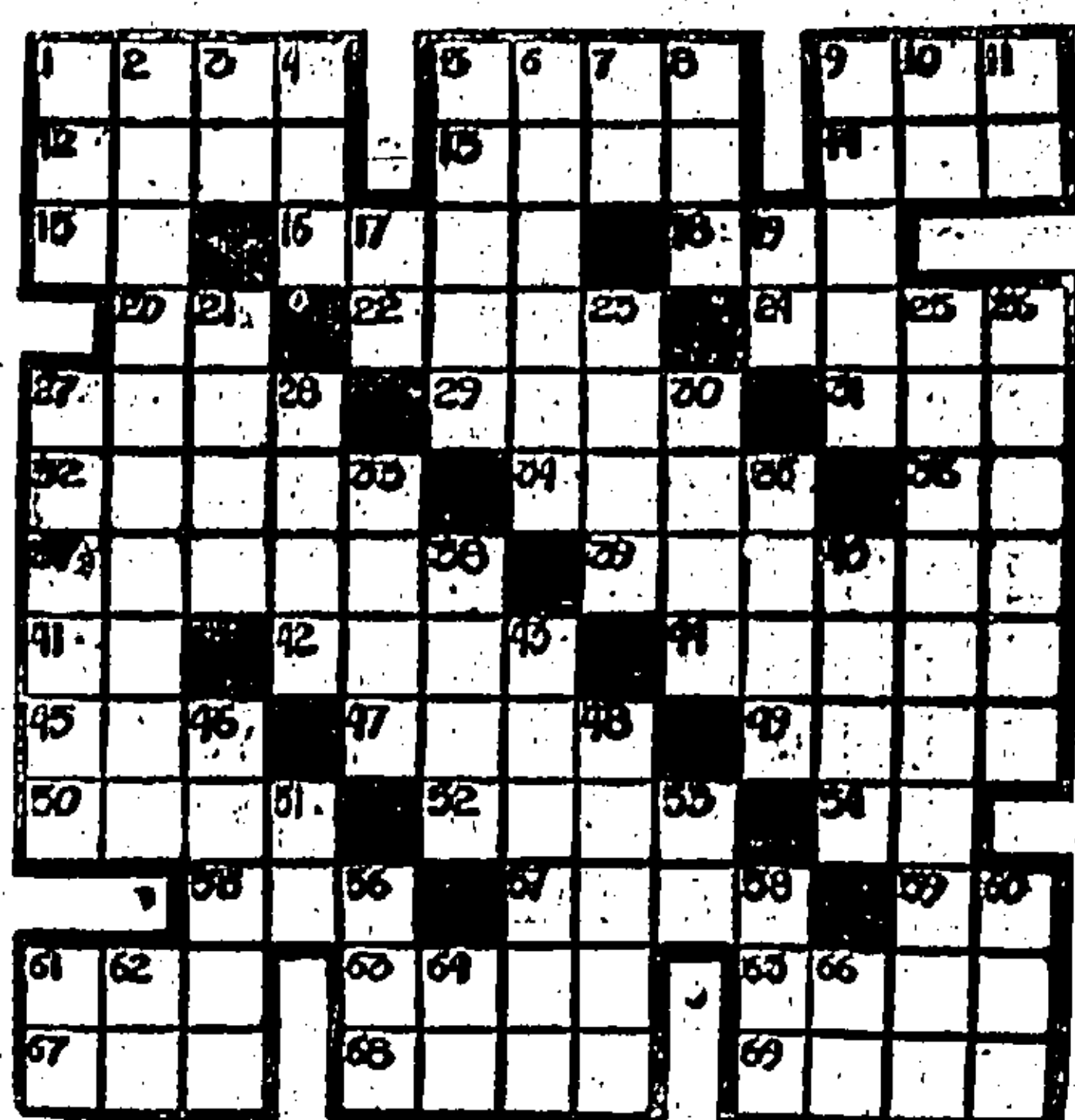
SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"SIBDHANA"	7,745	4th Dec. D.L.	Amoy, S'hai, Moji, Kobe & Osaka.
"RANCHI"	16,600	8th Dec. 9 a.m.	S'hai, Kobe & Yokohama.
"MIRZAPUR"	8,716	9th Dec. 8 a.m.	Moji & Kobe.
"ST. ALBANS"	4,500	9th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
"TILAWA"	10,000	16th Dec.	Amoy, S'hai, Moji, Kobe & Osaka.
"PERIM"	7,648	16th Dec.	S'hai, Moji, Kobe & Y'hama.
"KASHMIR"	5,385	20th Dec.	do.
"TALAMBA"	8,018	24th Dec.	Amoy, Moji, Kobe, Osaka & Y'hama.
"COMORIN"	15,123	3rd Jan.	Shanghai, Kobe & Yokohama.
"TALMA"	10,000	12th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
"KASHGAR"	9,005	17th Jan.	S'hai, Moji, Kobe & Y'hama.
"KHYBER"	9,114	14th Feb.	do.
"RAWALPINDI"	16,819	28th Feb.	S'hai, Moji, Kobe, Osaka & Y'hama.
"ST. ALBANS"	4,500	7th Mar.	S'hai, Kobe & Yokohama.
"KARMA"	9,123	14th Mar.	S'hai, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,600	25th Mar.	S'hai, Moji, Kobe & Y'hama.
"NELLORE"	8,883	7th Apr.	S'hai, Moji, Kobe, Osaka & Y'hama.
"KALYAN"	9,144	10th Apr.	S'hai, Moji, Kobe & Y'hama.
"COMORIN"	15,123	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	5,385	8th May	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,986	9th May	S'hai, Moji, Kobe, Osaka & Y'hama.
"BANPURA"	16,801	22nd May	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

CROSSWORD PUZZLE AND YESTERDAY'S SOLUTION.

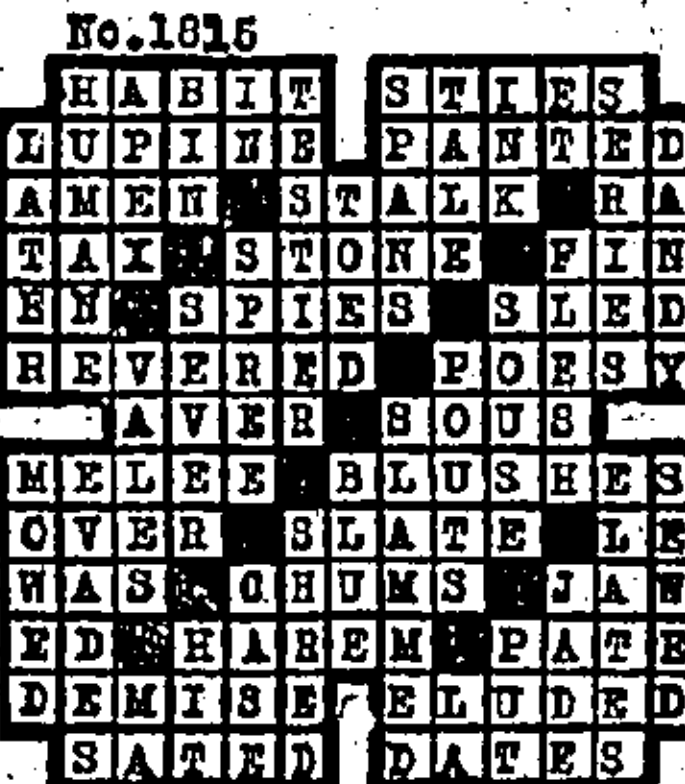


HORIZONTAL

- 1.—Withered.
- 5.—Vegetable fuel.
- 9.—Tennis stroke.
- 12.—Domestic animals.
- 13.—Gaelic.
- 14.—Some.
- 15.—Above.
- 16.—Girl's name.
- 18.—Tune.
- 20.—By.
- 22.—Water animal.
- 24.—Baking place.
- 27.—To cease.
- 29.—Dress.
- 31.—Cutting tool.
- 32.—Mistake.
- 34.—Expires.
- 36.—Bone.
- 37.—Repeat clumsily.
- 39.—To become forgiving.
- 41.—Symbol for tantalum.
- 42.—Girl's name.
- 44.—To tangle.
- 45.—Greek letter.
- 47.—Jumping amphibian.
- 49.—That and no more.
- 50.—To tear.
- 52.—To tense.
- 54.—Sun god.
- 55.—Obtained.
- 57.—Platform.
- 59.—Toward.
- 61.—An insect.
- 63.—Corridor.
- 65.—To state.
- 67.—Old cloth measure.
- 68.—Organs of head.
- 69.—Sagacious.

VERTICAL

- 1.—Former French money unit.
- 2.—To banish from home land.
- 3.—Musical note.
- 4.—Finish.
- 5.—Danger.
- 6.—Delete.



HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
 Issued & Fully Paid-up.....\$30,000,000
 Reserve Funds:—
 Sterling £20,500,000
 Silver \$9,500,000
 Reserve Liability of Proprietors\$30,000,000

Head Office: Hong Kong.

Board of Directors:
 J. A. PLUMMER, Esq., Chairman.
 Hon. Mr. C. G. S. MACKIE, Deputy Chairman.
 W. H. Bell, Esq.
 A. H. Compton, Esq.
 B. Lander Lewis, Esq.
 G. Mackie, Esq.
 Hon. Mr. J. J. Paterson.
 T. E. Pearce, Esq.
 T. H. R. Shaw, Esq.
 J. P. Warren, Esq.
 Chief Manager:
 V. M. GRAYBURN, Esq.

Branches:—
 Amoy, Hong Kong, Kowloon, Canton, Chefoo, Colombo, Dairen, Foochow, Haiphong, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Malacca, Manila, Muscat, Nanking, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and STERLING on terms which will be quoted on application.
 Hong Kong, 10th July, 1930. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 For the HONG KONG & SHANGHAI BANKING CORPORATION,
 V. M. GRAYBURN, Chief Manager.
 Hong Kong, 10th July, 1930. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—
 U.S. \$1,000,000.
 HEAD OFFICE:—
 11 NASSAU STREET, NEW YORK.
 An American Bank offering complete Foreign Banking Service in the principal markets of the world.
 Interest Rates on Application.
 This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK whose Total Resources are U.S. \$4,000,000,000.
 D. M. BIGGAR, Manager.
 Hong Kong, 10th July, 1930. [28]

NEDELANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)
 BANKERS
 Established 1814.
 HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000.—
 (212,500,000.)
 Paid-Up Capital.....Gldrs. 80,000,000.—
 (24,689,170.)
 Reserve Fund.....Gldrs. 40,015,000.—
 (23,334,553.)

Head Office: Amsterdam.
 Eastern Head Office: Batavia.
 BRANCHES:—Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Malacca, Manila, Muscat, Nanking, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

London Bankers:—
 National Provincial Bank, Ltd.
 Correspondents all over the world.
 Banking Business of every description transacted.
 A. STOKKING, Acting Manager.
 Hong Kong, 18th May, 1930. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.
 Hong Kong Currency.
 AUTHORIZED CAPITAL.....\$11,000,000.
 PAID-UP CAPITAL 6,685,600
 RESERVE FUND 1,000,000
 BRANCHES:—
 CANTON, SHANGHAI, HANKOW, SWATOW, HONGKONG, NEW YORK AND SAN FRANCISCO.
 London Bankers:—
 THE LLOYDS BANK, LTD.
 Correspondents in all Principal Cities of the World.
 Foreign Exchange and Banking Business of every description transacted.
 Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$100.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: LONDON.

Paid-up Capital£23,000,000
 Reserve Fund£24,000,000
 Reserve Liability of Proprietors£23,000,000

AGENCIES & BRANCHES:
 ALOR STAR, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, CHIOUANG, COLON, HANKOW, HONG KONG, KANGAROO, KUALA LUMPUR, KUPANG, LONDON, LYONS, MANILA, MEDAN, NAGASAKI, NANKING, NEW YORK, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

Foreign Exchange and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hong Kong, 3rd Jan., 1929. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).
 Prince's Building, Charter Road, Victoria, Hong Kong.
 Head Office: 74, rue St. Lazare, Paris.
 Capital, fully paid-up 50,000,000
 Special Working Capital 50,000,000
 Reserves 23,219,000

BRANCHES:—
 Paris, Lyons, Saigon, Haiphong, Hanoi, Thanh-hoa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
 London: Midland Bank, Ltd.
 New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
 San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
 Correspondents throughout the World.

A. ROLLIN, Manager.
 Hong Kong, 1st July, 1929.

THE MERCHANT BANK OF INDIA, LIMITED.

Head Office: 18, Gracechurch Street, London, E.C. 3.

Authorized Capital£2,000,000
 Subscribed Capital£1,800,000
 Paid-up Capital£1,000,000
 Reserve Fund and Reserves.....£1,648,506

BRANCHES:—
 The Bank of England and MIDLAND BANK, LTD.
 Bangkok, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Malacca, Manila, Muscat, Nanking, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCH:—
 Every description of Banking and Exchange Business transacted.
 Travellers' Cheques issued.
 Interest allowed on Current Accounts and Fixed Deposits at rates that may be ascertained on application.
 F. THOROUGHGOOD, Acting Manager.
 7, Queen's Road Central, Hong Kong, 10th Apr., 1930. [28]

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital\$25,000,000.00
 Paid-Up Capital\$24,710,320.00
 Reserve Funds\$3,220,503.89

Head Office: SHANGHAI.

HONG KONG BRANCH:—
 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Securities of the Chinese Government both at home and abroad.

SHOU J. CHANG, Manager.
 Hong Kong, Sept. 10, 1930. [30]

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.

HEAD OFFICE: 10, Des Voeux Road, Central, HONG KONG.

CAPITAL AND SURPLUS OVER H. \$8,000,000.00
 TOTAL RESOURCES OVER H. \$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.
 Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.
 Savings Account and Safe Deposit Boxes.
 Branches and Agencies all over the world.

KAN TONG FO, Chief Manager.

THE AMERICAN EXPRESS COMPANY, INC.

HEAD OFFICE: 65, BROADWAY, NEW YORK.

Capital U.S. \$4,000,000
 Surplus U.S. \$1,572,454
 Reserves U.S. \$1,908,209

BRANCHES:—
 Amsterdam, Antwerp, Athens, Barcelona, Beijing, Bombay, Calcutta, Canton, Cebu, Chicago, Hong Kong, Kobe, London, Lyons, Manila, Moscow, Nanking, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

The Company offers to intending Travellers the use of its "Travelers' Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK
 Resources Over \$42,500,000,000

E. W. DUGGAN, Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
 Reserve Fund Yen 113,500,000

Head Office: YOKOHAMA.

BRANCHES AND AGENCIES AT:—
 Alexandria, Batavia, Bombay, Calcutta, Canton, Cebu, Chicago, Hong Kong, Kobe, London, Lyons, Manila, Moscow, Nanking, Peking, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending Travellers the use of its "Travelers' Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK
 Resources Over \$42,500,000,000

E. W. DUGGAN, Manager.

Printed and Published by ROBERT TYLER BARRITT for the Proprietors, at the "Daily Press" Press, No. 11, Des Voeux Road, Central, Hong Kong.

London Office: 25, Fleet Street, E.C. 4.

THE BLUE FUNNEL LINE
 REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
 "DIOMED" 9th Dec., For Marseilles, Casablanca, London, B'ham, & Hamburg.
 "AENEAS" 23rd Dec., For Marseilles, London, B'ham, & Glasgow.

LIVERPOOL SERVICE
 "DEMOBOCUS" 4th Dec., For Harre, L'pool, & G'gow.
 "CYCLOPS" 20th Dec., For Genoa, Havre, L'pool, & G'gow.
 Calls at Oahu and Manila.

PACIFIC SERVICE (via KOBE & YOKOHAMA)
 "TEUGER" 19th Dec., For Victoria, Vancouver & Seattle.
 "IXION" 8th Jan., For Victoria, Vancouver & Seattle.

NEW YORK SERVICE
 "MENESTHEUS" 10th Dec., For Oahu, Oahu, L'pool, & G'gow.
 New York, Boston & Baltimore via Suez.

INWARD SERVICE
 "PHILOCTETES" 7th Dec., For S'hai, Moji, Kobe, Y'ham, Oahu & Vladivostok.
 "PYRRHUS" 10th Dec., From New York.

PASSENGER SERVICE
 "SARPEDON" 19th Dec., Shanghai & Dairen.
 "AENEAS" 23rd Dec., S'hai, Marseilles & London.
 Also cargo steamers with limited passenger accommodation at specially reduced fares.
 For freight, passage rates, and information apply to:—
 BUTTERFIELD & SWIRE, Agents. [6]

LOOK POON SHAN, Manager.